

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM KORE

THE Steamship

"CHANGKANG"
having arrived from the above port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by Mar. 4th, 1920, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, February 27th, 1919. [491]

S.S. "PAUL LECAT"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE in connection with above Steamer are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters. Goods remaining unclaimed after 8th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th inst., or they will not be recognized. All damaged packages will be examined on Monday, the 8th inst., at 10 A.M.

No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.
Hongkong, March 1st, 1920. [504]

FETTES COLLEGE, EDINBURGH.

A WAR MEMORIAL FUND is now available, which it is proposed to apply to the following objects—

(a) To enable the sons of Fettesians who fell or were disabled in the War to be educated at Fettes, and/or, at a Preparatory school with a view to proceeding subsequently to Fettes.

(b) To give assistance in such ways as the Trustees may determine to Fettesians who were wounded or suffered in their health or means of livelihood during, or in consequence of service in the War.

(c) To give further assistance in the case of boys leaving Fettes who have either already benefited by or were eligible for the benefits under (b).

The Trustees of the Fund are anxious to hear of any persons with due qualifications to whom this assistance would be of value.

Such persons should communicate with the Honorary Secretary, who will furnish full particulars. All communications will be treated as strictly confidential.

By Order of the Trustees,
A. H. BOWHILL, Hon. Secretary,
22, St. Andrew Square,
EDINBURGH. [479]

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Share, Coal and General
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G. R. PUBLIC AUCTION

The Underigned have received instructions to sell by Public Auction.

TO-DAY (THURSDAY) AND TO-MORROW (FRIDAY).

March 4th and 5th, 1920.

at J.H.M. NAVAS YARD, Hongkong and Kowloon. NAVAS Yard 2 respectively, commencing each day at 9.30 A.M. with an interval from 12 Noon to 1.30 P.M.

Old and Surplus

NAVAL STORES, &c.

Comprising—

Life Boat (wood and steel), Dingies, Whalers, Cabovers, Rice Boilers, Hot Water Boilers, Cooking Stoves, Ribs, Fittings, Iron Bed, Mattresses and Fittings, Wash-stands, Tables, Chairs, Sideboards, Ice Chests, Steel Tanks, Poppellers, Vertical Steam Pumps, Life Rafts, Electric Fans, Telephones, Anchors, Enamelled Iron Baths, Lathes, Porcelain Water Closets, Rooby Batches, Wood Ladders, Steel Wire Rope and Hawsers, Carpets, Rugs, Blankets, Counterpanes, Electric Cables, Canvas Hoops, Coir, Hawers, Consoles, Paperstain, Canvas Bags, Old India Rubber, Old Leather, Old Iron, Brass, Gun Metal and Steel, Coal, Sacks, Firewood, Waste Paper, &c., &c.

Loss may be inspected on Wednesday, the 3rd March, 1920.

Also Sale of Old and Surplus Victualling Stores at Kowloon on Monday 8th March, commencing at 9.30 A.M. and comprising—

Beds, Blankets and Hammocks, &c.
Terms of Sale—As detailed on Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty. [137]

The Underigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
On SATURDAY,

March 6th, 1920, at 10.30 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One Fawn Pedigree Pomeranian BITCH, PUPPY about five months old.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Underigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
On SATURDAY,

March 6th, 1920, at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

VALUABLE HOUSEHOLD FURNITURE, &c., including a number of Oil Paintings and Pictures. Removed to Sale Rooms for convenience of sale.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Underigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
On TUESDAY,

March 9th, 1920, commencing at 9.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A small Consignment of HOUSEHOLD LINENS, &c.

Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Pettiberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Doilies.

Also a few lots Brass Jardiniers, Large Kink and Vases, Japanese Vases.

Two Travelling bags and Fuit Cases. (All new goods and in small lots).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

The Underigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
On TUESDAY,

March 9th, 1920, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

GOOD AND BLACKWOOD FURNITURE, BRASS AND BESS MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.

Comprising—
Chest-of-draws, Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables, and Chairs, &c., Dinner Serving, Crockery and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood, Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also Piano (good tone), One Enamelled Bath, Camera, &c., &c., and One 12-Fold Double-sided Screen (Blue and White Panels).
(Full Particulars from Catalogue).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

RECORD AIR TRIP.

HALF ROUND THE WORLD.

In reviewing the England-Australia flight in the Daily Telegraph, Major C. O. Turner says:—

One aeroplane, with its two engines unchanged, and its crew of four men, has flown half round the world, keeping up an average of over 400 miles per day (the average was more, of course, for on at least five days flying had to be suspended). This extraordinary voyage was over continents and seas, plains and mountains, and through almost every variety of weather and temperature the earth's restless atmosphere can provide. The performance is so remarkable that even the best judges have been taken by surprise. The flight to Australia was really considered only possible at the present stage for relays of machines, engines, and men. That, of course, is how the journey will be done on a commercial basis, and the enormous value of the flight of the Vickers-Rolls is that it solves all doubts about the matter. The force of the argument and proof of the accomplished flight receives irresistible strength from the very remarkable coincidence of the appearance, almost to the hour, of the Report on Imperial Air Routes issued by the Advisory Committee on Civil Aviation in which emphasis is put upon the importance of the air route to India, and numerous practical recommendations are made for its organization, with a view to extension "ultimately thence to Australia." The air already has its share of historic repetitions and dramatic coincidences.

Before the accomplishment of the trans-Atlantic flight, experts were about evenly divided as to its probability. The being, of course, was always heavy odds against, but a few sanguine spirits maintained that, with reasonable absence of sheer bad luck, the thing could be done. It was done. About the flight from England to Australia, however, a much more pessimistic tone has prevailed, and it has been possible to find anyone confident that any of those so far entered for the race would complete the 19,000-mile flight in the period of thirty days stipulated by the Australian Government. Most experts have declared that they would all break down long before reaching the goal, and the most optimistic have spoken cynically of two or three years as being the likely period occupied by a flight with almost infinite possibilities of delays and mishaps. The Vickers-Rolls, with Capt. Ross-Smith and his crew of three, left Hounslow on November 12th. They, therefore, had until to-morrow to win the £10,000 prize, although that, after all, is a small matter as compared with the accomplishment of the flight. They have actually made the journey in less than twenty-eight days.

SURPRISES ATLANTIC FLIGHT.

The Air Ministry from the first were impressed by the difficulties, and, for a long time, they refused to sanction attempts. When, in October, the course having been surveyed and reported upon, sanction was given, the Air Ministry pointed out that the last stage was one of 1,750 miles, and that this coming after a flight of 10,000 miles, occupying some weeks, would be a more severe task than the flight across the Atlantic. Fortunately, no such task had to be accomplished. The Dutch Government, explained in the Air Ministry's communiqué issued last week, established several new aerodromes between Bandong (Java) and Port Darwin; and although some of the flights from point to point are difficult and are over the sea, they do not call for record-breaking performances. It was known in London last May that the Dutch Government were actively engaged upon the aeronautical development of their Eastern colonies, and the Commission entrusted with the work were actually in London, and visited the Royal Aero Club; but the rapid success of their labours has taken many people by surprise. The Air Ministry's communiqué speaks of news which has "just come to hand." The Air Ministry also stated that the Suda Bay route was impracticable. Two of the Australia flight machines, however, took this route. The Rangoon-Singapore stretch of 1,200 is one of great difficulty; and Capt. Ross-Smith's experiences on it are awaited with interest. The longest flight here, apparently, was one of 830 miles.

Properly to appreciate the England-Australia flight it is necessary to look at a geographical globe; the ordinary flat map is most unsatisfactory. Any one who glances round the globe seems to shrink when looking at the globe, and reflect that five or six aeroplanes are flying round it, and that one of them has reached its goal on the other side! The flight to Australia has been a far greater performance in every way than the flight across the Atlantic. The test of the machine has been, incontestably more practical; the course required certainly not less. The Atlantic flight was possible on the assumption that the engines would run for the necessary eighteen or twenty hours. The Rolls-Royce engines which drove Sir John Alcock's Vickers "Vimy" gave unfaltering service. It would seem to be a miracle to any who have not been noting the wonderful performance of these engines in the air.

The Atlantic flight provided its own memorable advance in navigation, with difficulties at which the marine navigator shudders. It was, further, a magnificent exhibition of confidence and courage, that to most people looked (although it was not) like sheer foolhardiness. It certainly raised a world, in the estimation of the world, to its new level. And undoubtedly to its accomplishment, some of the confidence with which the Australian flyers set out has been due. There was the machine and its crew, for example. The Rolls-Royce engine is the engine which all the Australian flyers are using, except one; this exception being Fittens-Poulet, and his Candor, which is driven by a Le Rhone engine.

(Continued at foot of next column.)

HINDENBURG'S "SIGN."

TELEGRAM WHICH DECIDED GERMANY.

Herr Erberger, in a speech at Stuttgart recently, emphatically repudiated the suggestion of the Opposition that the Government was responsible for the conclusion of the armistice.

"While I was still considering the terms," he said, "I received a telegram from Marshal Hindenburg pressing for the conclusion of an armistice, even if we were unable to secure mitigation of the original conditions laid down by the Entente."

Herr Erberger also refuted the assertion by the Right that the German defeat was due to the army being stabbed in the back from home. This he describes as a wicked libel on the German nation, which made every sacrifice to maintain its strength. He alleged that the military leaders kept the people in the dark respecting the true situation until the last moment, whereas General Ludendorff admitted that early in August it was known that a military victory was out of the question. "It was the military," said Herr Erberger, "who rejected the British peace offer of August 1917."

The Minister declared himself opposed to unlimited Free Trade. The wholesale export of goods which are necessary to Germany, he declared, must be prevented. He referred to the exaggerated impression created abroad by the hysteria of the Nationalist Press of Germany. "Reaction," he said, "is not going to gain the victory. We successfully opposed a dictatorship from the Left, and shall be able, if the necessity arises, to smother any attempts to set up a dictatorship by the Right."

NATIONAL SHIPYARDS.

LOSS OF OVER £2,500.00.

It is understood says the London Daily Telegraph of January 29th, that the arrangement for the sale of the National Shipyard at Chepstow to Lord Glanely's syndicate is about to be completed, the price involved being about £200,000. The purchasers acquire Finch's old-established yard which the Auxiliary Shipbuilding Department of the Admiralty took over compulsorily during the war.

There is no anticipation that anything can be realised for the National Shipyards at Beachley and Portbury. The experts opinion, and it has become apparent since the armistice that they are quite unsuitable for the purpose for which they were designed and partially equipped. For some time past all work has been suspended at Beachley and Portbury, and the two yards will soon become purely derelict. The hope is entertained that it may be possible to sell some of the equipment which is not now being used, and has, indeed, never been used.

As the result of the sale of Chepstow, it is hoped that the loss on the National Shipyards scheme may be reduced to about £2,500.00. This project, apart from Finch's Yard, has not added a single ship to the British mercantile marine.

The Vickers "Vimy" Rolls has had to undergo numerous landings and to weather extremes of temperature. Landings have been made in and ascents from aerodromes under water. Storms have been defied. Flights over the mountains, including Vesuvius, have been in air so turbulent that the machine has fallen hundreds of feet, cushioning at last on even air—not without strain on the craft. At these times the airman feels a strong tendency to be jerked out of his seat. Not only the engines, but the wood and fabric of the planes have been severely tried by violent changes of temperature, and landings have had to be made under conditions that certainly tax the machine. But the result is a wonderful and most dramatic demonstration that the aeroplane is a really practical vehicle. Such work as the Vickers-Rolls has done is far and away more exacting than that of the regular air-service aeroplanes.

The airman's very first experience on leaving England was of weather so cold that the instruments and food were frozen. There was much snow. Three days later, in getting from Pisa (here a whole day was lost), the aerodrome being under water, one of the crew, Sergeant Bennett, assisted the ground party, and jumped aboard just as the machine was gathering speed—an amazing incident. Six days out they crossed the Mediterranean in heavy rain. In a few hours more they were in regions where not a drop of rain had fallen for seven months until then, with the result that the ground was sticky, and they slid the tyres to prevent taking up any load of mud. The strange thing was the amount of rain they met. After passing Bangkok they were in what is described as the monsoon—here for an hour they were escorted by four Siamese machines.

It is expected that the triumphant machine will continue its way to Melbourne. The Australian authorities have intimated that they have organised a route from Port Darwin to Melbourne, a distance of 2,300 miles.

The accomplishment of the flight leads to a crowd of reflections. It confirms a mass of other experience in favour of multi-engine machines, where long distances of having more than one engine is concerned. One of the great advantages of having more than one engine is that both can be run more easily, giving fewer revolutions, and that the chance of the breakdown of either is thereby reduced. Another judgment is that, although no one would pretend that the air service to Australia must at once supersede the ship service, we are undoubtedly afforded an alternative which, even in the early days, will save a lot of time. It is the beginning. Much remains to be done, but that it will be done who can doubt?

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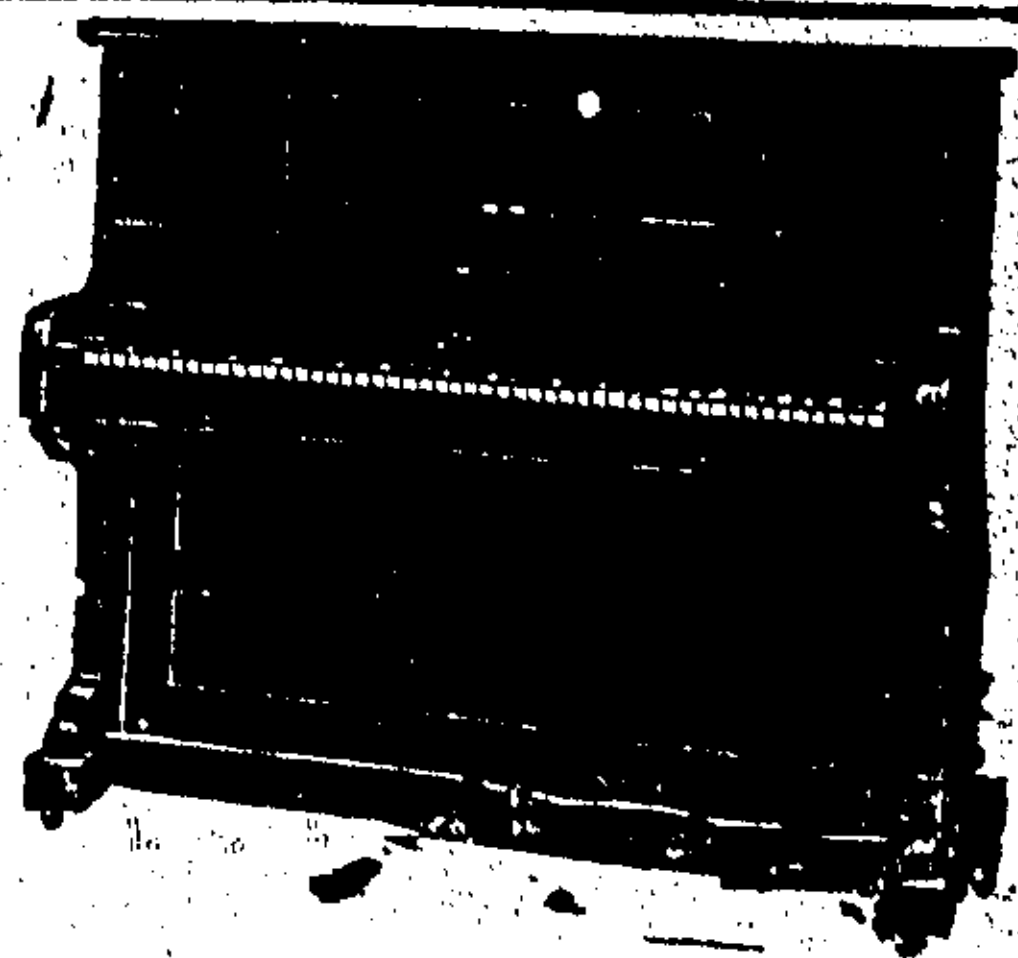
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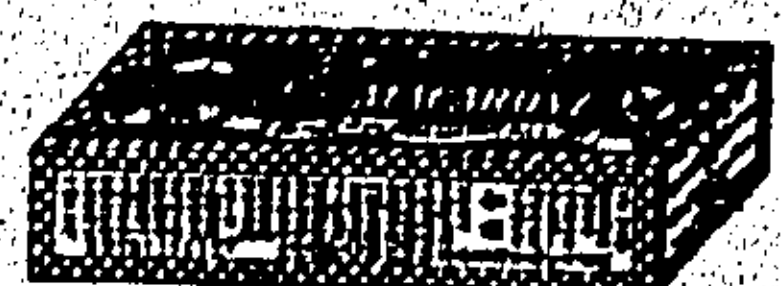
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JAPAN'S TRADE POLICY. LEGISLATION AGAINST DUMPING.

The proposal to amend the Customs Tariff Law introduced by the Government into the Diet now (February 20th) sitting, says the *Yiji*, "is a declaration of the trade policy which the Government intends to pursue after the war. The chief features of the proposed amendment are: (1) that a Dumping Investigation Committee be officially organized and that, on imported goods which have been found on investigation to be dumped, such duty as will bring their price up to a legitimate figure be additionally levied over and above the present duty; (2) that dyestuffs and chemicals be placed under more pronounced protection; and (3) that certain raw materials be made duty-free in order to facilitate their importation. It is of course necessary that raw materials should be duty-free. Nor have we anything to say against a policy for protecting vital industries which newly sprang into existence during the war, provided that such protection be limited to a suitable period. But as to the organization of an investigation committee for the purpose of anticipating dumping, which seems to be the principal object of the Bill under consideration, it must be asked in what circumstances the Government fears the possibility of dumping. The Powers are too busily occupied with their work of reconstruction at home to have any surplus of reserve left for starting dumping abroad. They are rather afraid of dumping against them. Another important question to be considered in this connection is how the authorities are going to define 'dumped goods.' It may be all right theoretically to regard goods as dumped when imported at prices lower than those at the place of production. As a matter of practice, however, this definition will not always work because of a change in the technique of production and fluctuation of prices, and the upshot will be to hold goods dumped when imported at prices considerably lower than those of goods of a similar nature made in Japan. In short, the first criterion for determining whether goods are, or are not, dumped will be prices prevailing here. But as prices in this country are unduly going up, it is easy to imagine that many legitimate imports will have the same effect on Japanese industries as dumped goods. Things may go well enough should the committee patiently hear what both producers and importers have to say before determining which goods are dumped and which are not; but as such a course is evidently impracticable, the committee will be always acting under the influence of some producer or other and imposing various hardships even on legitimate imports, and the same evil may be experienced as in the case of extreme protectionist policy in foreign countries. At least, so long as prices do not get lower, it is clear that the whole procedure will end in bringing about a further rise in prices, and accentuating the evil which is already so keenly felt. Such being the case, it is proper for the Government to adjust prices first and then proceed to prevent dumping. It is to put the cart before the horse to let prices go up as much as they like on the one hand and to make a fuss on the other hand about the prevention of dumping which is to be feared as a result of a rise in prices. Prices may be adjusted in various ways but the first thing to do must always be to make supplies ample and abundant. So a policy calculated to restrict imports by an imposition of higher duties and bring up prices is objectionable even though it may be urged under the fine pretext of protecting industries, as is done in the present case. In our view, the most important of economic needs at the present day is an adjustment of prices and every policy which is likely to have an opposite result may well be deferred to some future date."

JAPAN'S PETROLEUM INDUSTRY.

PROJECTED AMALGAMATION.

The tendency of Japanese industry as a whole in these days is towards mutual amalgamation on the principle that work done on a large scale saves an enormous amount of labour and expense, to say nothing of obviating extravagant and ruinous competition, (says the *Japan Chronicle*). Everything from banking to fishing is similarly affected. The fashion is now being followed by the petroleum industry. The importance of petroleum for national defence is recognised and the Naval Department has been endeavouring to make Japan independent in the supply of crude petroleum. Acting on this principle, it has for some time past been encouraging the Nippon and the Hoken Petroleum Companies to amalgamate with each other. It will be remembered the Nippon Petrolium Company recently increased its capital considerably, thereby forestalling the other company, which evidently, on account of this, has decided to postpone the projected increase of capital as already reported. It is, however, generally believed that the amalgamation of these two companies, which are the large ones in Japan, is a question of time. The increase of present capital of Y20,000,000 done and when they amalgamate with each other, they will perhaps appear as a large company capitalised from Y100,000,000 to Y150,000,000, absorbing later on other smaller companies. They will thus be conducted on a large scale and monopolise the petroleum industry in this country, though whether the ambition of making Japan independent of foreign supplies will be achieved is another question. This is at least the intention and hope of the authorities. Such combinations usually end in a restriction rather than an expansion of industry, a larger measure of protection to keep out foreign competition, and consequently high prices coupled with a lack of either possibility or desire to promote an export trade. In the case of such a producer as petroleum, it means increased costs of general manufacture added.

CHINA AND JAPAN STILL BUILDING SHIPS FOR US.

According to a report issued by the United States Shipping Board there are building in shipyards of Japan and China for account of the Board thirty-one steel coal burning freighters, a list of which follows:—

CHINA.
Cathay, 10,000 deadweight tons; Celestia, 10,000 deadweight tons; Mandarin, 10,000 deadweight tons; Oriental, 10,000 deadweight tons; all at the yards of the Kiangnan D. and E. Co. of Shanghai, deliveries due in February and March, 1920.

JAPAN.
Eastern Admiral, 10,000 tons deadweight, at the Osaka yard, Osaka; Eastern Belle, 5,000, Ishikawajima yard, Tokyo; Eastern Cloud, 9,000, Kawasaki yard, Kobe; Eastern Coast, 8,300 Yokohama dock, Yokohama; Eastern Crown, 8,300, Mitsubishi, Nagasaki; Eastern Dawn, 9,000, Osaka Japan; Eastern Exporter, 9,000, Mitsui Bussan, Uno, Okayama; Eastern Gale, 8,300, Uchida, Kawasaki; Eastern Glen, 8,300, Uchida, Kawasaki; Eastern Guide, 8,300, Uchida, Kawasaki; Eastern Importer, 9,000, Mitsui Bussan, Uno, Okayama; Eastern Knight, 10,000, Osaka, Osaka; Eastern Leader, 8,300, Fujinaga, Osaka; Eastern Maid, 5,000, Ishikawajima, Tokyo; Eastern Merchant, 12,500, Asano Tsurumi, Eastern Moon, 9,000, Kawasaki, Kobe; Eastern Ocean, 9,000, Kawasaki, Kobe; Eastern Pilot, 8,000, Furuta Co., Aichi; Eastern Planet, 8,000, Kawasaki, Kobe; Eastern Sailor, 10,000, Osaka, Japan; Eastern Tempest, 6,500, Uraga, Uraga; Eastern Temple, 5,500, Nitta, Osaka; Eastern Trader, 12,500, Asano, Tsurumi; Eastern Victor, 8,300, Mitsubishi, Nagasaki, Japan.

Six of these Japanese buildings were scheduled for early delivery. They were the Eastern Gale, Eastern Guide, Eastern Merchant, Eastern Knight, Eastern Moon, and Eastern Moon. The other twenty-one are due during the first six months of 1920. The Eastern Leader, building at Osaka, is scheduled for delivery as late as 20th May.

JAPANESE COAL TRADE. OUTPUT STATISTICS.

The output of coal from the main mines in Yamaguchi Prefecture and Kyushu during last year amounted to 18,897,678 tons, showing an increase of 1,503,290 tons as compared with the previous year. The mines (important ones only), numbering 83 altogether, showed an increase of four in number last year as compared with the previous year; so it might be supposed that the increase in the number of mines was responsible for the large increase in output above noted, and it is true to a certain extent. It is, however, to be noted that excluding the new mines, the output still shows an increase of 1,247,423 tons over the previous year. If this is analysed by months, the result will be as follows:—

Months	1919.	1918.
January	1,532,619	1,535,686
February	1,405,941	1,422,656
March	1,729,524	1,653,522
April	1,556,510	1,568,781
May	1,707,323	1,600,978
June	1,571,712	1,482,402
July	1,584,022	1,480,317
August	1,335,418	1,249,883
September	1,332,129	1,360,308
October	1,821,019	1,458,989
November	1,589,105	1,311,214
December	1,640,170	1,502,122
Total	18,897,678	17,395,225

It will be noticed that the output showed a considerable increase every month except February, when a slight decrease took place.

THE INFLUENZA EPIDEMIC IN JAPAN.

Returns issued by the Tokyo authorities show that the total number of sufferers from influenza throughout the country since the outbreak in the middle of September to February 10th is 1,724,362, of which 65,292 have been fatal. The following are the prefectures where the disease was worst:—

	No. of Cases.	No. of Deaths.
Osaka	358,643	10,183
Tokyo	351,444	9,866
Hyogo	110,403	3,060
Fukuoka	83,551	5,117
Oita	55,244	243
Kanagawa	53,088	2,121

REPATRIATING RUSSIANS. UNWILLINGNESS TO LAND.

A Moji dispatch to the *Asahi* says that a number of Russians on board the *Liverpool*, a steamer chartered by the Czech-Slovak Republic, presented themselves at a local police station recently, and asked for protection from a serious plot which they declared was maturing among the Russians of Bolshevik tendencies travelling by the same steamer. The steamer board there were some 200 men, including the non-Bolsheviks who were persecuted by the Bolsheviks, who resorted to violence very frequently but they were actually plotting against their lives. Immediately on receipt of this report, the local police authorities took the investigation in hand, but a careful inquiry failed to reveal any evidence substantiating the charges made by these informants against their fellow-passengers. Interview of the nature of the charges, the hands of the police and general manager, the theory popularly advanced is that these Russians invented the story as they are unwilling to proceed to Vladivostok, where a very disturbed state of things prevails. It was said that the *Liverpool* had on board some 300 Russians who were bound for Vladivostok from Trieste.

COINAGE IN INDIA. BOMBAY AND CALCUTTA OUTTURN.

Reports on the administration of the mints at Calcutta and Bombay for 1918-1919 show that the imported gold acquired during the year under the Import Act amounted to Rs. 2,94,878 against Rs. 1,83,683,547 in the previous year. A consignment of 150,000 sovereigns was received at the Calcutta Mint from the Commonwealth Bank, Sydney, under an arrangement whereby sovereigns coined at the Sydney Mint were obtained in exchange for an equivalent amount of gold bullion shipped to Australia from the gold holdings in the currency reserve. The total value of the bullion and foreign coin shipped abroad on this account and on account of payment made in gold to the United States of America, for silver received therefrom under the Pittman Act amounted to Rs. 5,32,94,147. Gold coin and bullion valued at Rs. 1,34,79,891 were also issued to Native States in exchange for rupees.

The Bombay Mint continued to receive the usual consignments of gold from India mines for safe custody on behalf of the Bank of England. £1,871,880 worth of South African gold, held at the Bombay Mint for safe custody, was shipped during the year on behalf of the Bank of England. During the year a branch of the Royal Mint was opened at Bombay with the object of coining sovereigns in India, the large accumulations of gold acquired under the Gold Import Act being utilised for the purpose. The actual coining was begun in August, 1918 and 1,295,372 sovereigns were coined during the year. Pending the completion of arrangements at the branch of the Royal Mint, power was taken by legislation to coin in India gold mohurs of the same weight and fineness as sovereign. Altogether 2,109,703 pieces of these new coins of the nominal value of Rs. 3,16,45,545 were struck at the Bombay Mint. The quantity of silver coinage carried out at the mint during the year constitutes a new record, the total nominal value of the Government of India coinage alone being Rs. 52,05,35,309 as compared with Rs. 30,77,07,328 the corresponding figure for 1916-17 which had hitherto been the heaviest coinage recorded. In anticipation of the receipt of large consignments of dollar silver from America experiments were begun at the Calcutta Mint early in the year with a view to making special arrangements for refining a portion of these consignments on their arrival in India. By the end of the year a large refining shed had been completely fitted with furnaces capable of dealing with large quantities of silver. The preliminary arrangements in connection with the coining of gold entailed a considerable amount of extra work at the Bombay Mint during the earlier months. The mints were also engaged on a certain amount of ordinary miscellaneous work, such as the manufacture of medals, badges and dies, the manufacture and adjustment of scales and weights, and miscellaneous supplies and repairs undertaken for other Government departments and the public.

CHINESE JADE.

AN INTERESTING LECTURE.

A scholarly lecture on Chinese Jade was given recently in the British Legation Theatre by Dr. J. C. Ferguson. Many of our readers will doubtless be interested in the following summary:—
The different chemical substances which are contained in jadeite and nephrite account for the variations in various forms of jade, explained the lecturer. The colours vary from white to green, yellow, brown and black. The type of jade usually found in modern pieces is chloromelanite and is called by the Chinese *fei ts'ui*. It is now imported into China through Canton.
The jade material out of which ancient pieces were made was found in several parts of early China in which there are no longer any traces of it. The Pien Ho jade came from the ancient Kingdom of Chu which is modern Hupeh. The Lan Tien jade came from the hills in the district near Hai-an in Shensi province. Other places in which it is recorded that jade was found were Kun-shan, the range of mountains extending from Tibet to Gobi and Chung Shan in modern Honan province. It was not until the Tang dynasty that there is a record of jade having been imported from Khoten (Yarkand). The jade of early China undoubtedly all came from its own borders. The use of jade in ancient times was the symbol of sovereign power; as a disc it was the symbol of the deity in heaven and in the form of a tube it symbolised the cosmic deity, Earth. It was made into musical instruments such as may be still seen in the Temple of Agriculture. The various forms into which jade is now carved were given in detail.
Jade appeals to the aesthetic taste not only by means of the eye but also through the sense of touch. This is an aesthetic appeal which is scarcely known in Western art but is one of the most delicious as well as delicate senses among Chinese connoisseurs. The lecturer explained the various terms used by the Chinese to express their appreciation of the appeal of jade to the sense of touch.

A CHINESE AVIATION TRAINING CAMP.

The Woosung Naval Academy will be transformed into an aviation training camp, according to recent decision of the Ministry of the Navy. The academy has just been officially closed and will be amalgamated with the Chefoo Naval College. Over 60 employees have been dismissed, after being paid three months' extra salary, while over ten members of the teaching staff will join the Ministry. The decision to amalgamate the Woosung with the Chefoo Naval Academy was the result of the failure of the Peking Parliament to pass the special items of the naval budget for 1919. The Ministry finds it impossible to maintain the academy and the aviation school at the same time and in view of the good work being done by the aviation school and the demand for aviators throughout the country, it was decided to discontinue the Naval Academy.

INTIMATIONS

WANTED.

ENGLISH PUBLIC SCHOOLBOY, 90, late Lieut. R. F. A. at present in Vancouver, desires position in Hongkong. Very keen on outdoor work. Apply immediately to—
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TO LET.

A GODOWN at Yau-mat.
Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.

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A SHOP in Nathan Road, Kowloon.
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A COMPLETE ERATED WATER PLANT FOR SALE.

THE MACHINES are made by Messrs. BRATBY & HINGLIFF LTD., Manchester, and guaranteed in perfect working order. This complete plant will turn out 2,400 dozen Aerated Water per day.
KWONG SANG HONG LTD.
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FOR SALE.

MODERATE PRICE.

OWNER leaving Colony, Substantially built seven-roomed House, Peak, Large Veranda, Central Heating (Oil Fuel) making House dry and comfortable times of the year, Lawn, Gardens, Rickshaw-house (Tram 7 minutes), Box-room, Good Basement, Cool in Summer, Warm and Sunny in Winter, Suitable for houses during present shortage. Apply—
Box 432,
Care of "Daily Press" Office,
Hongkong, February 16th.

432

A. G. DA ROCHA.
IS THE AUCTIONEER

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2023

FAVOURED with instructions from The Concerned, will sell by Public Auction, TO-DAY (THURSDAY), March 4th, 1920, at 2.15 P.M. at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curio, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Bathrooms and a long line of Sundries. Terms—Cash on delivery

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AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2022.

FAVOURED with instructions from The Concerned, will sell by Public Auction, on SATURDAY, March 6th, 1920, at 2.30 P.M. at his Sales Room, Queen's Road Central (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising—
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Billiard Table, Covered Drawing Room Suite, Sofa, Easy Chair, Revolving Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Bookcase, Dining Table, Clocks, Marble-top Washstands, Silver Ware, Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries. Catalogue will be issued. Terms—Cash on Delivery

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ST. JOHN'S CATHEDRAL.

ORGAN

RECITAL

MONDAY, next AT 6 P.M.

BY

MR. DENMAN RILEY

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TWO NEW SOLICITORS
ADMITTED.

MESSRS. F. E. NASH AND T. ROWAN.

At the Supreme Court, yesterday, before His Honour the Acting Chief Justice, Mr. H. H. J. Gompertz, the Attorney-General, the Hon. Mr. J. H. Kemp, K.C., moved the admission of Mr. F. E. Nash to practice as a Solicitor in the Supreme Court of Hongkong.

He said that Mr. Nash was articled in London, and after he had passed the Intermediate Law Examination in May, 1915, joined His Majesty's forces. He was mentioned for valuable services rendered in 1917, and was demobilised in March, 1919. In October, 1919, he passed his final examination with first class honours, and was awarded the Clifford's Inn Prize.

Mr. Nash returned to the Colony in January, and gave notice to the Law Society and the Registrar in October. He had not got a certificate that his admission certificate was still in force and valid, and he had not a certificate from two practising lawyers in England as to his fitness and character. He had taken steps for the getting of those certificates from Home. He asked for exemption on those two points, with the proviso that they be obtained within a reasonable time.

His Lordship asked what was the view of the Law Society.

The Attorney-General said that the Law Society did not feel that they should allow any irregularities, or waive any regulations, but they did not oppose the application. They were not represented.

His Lordship said that under Section 6 of the Amending Ordinance he had the power to grant 6 months for the provision of the necessary certificates.

Addressing Mr. Nash, His Lordship said he had much pleasure in admitting him to practice. He hoped his career would be both pleasant and profitable.

The application was granted on the condition that the documents would be obtained within six months.

Mr. Nash is joining Mr. Haywood.

The Attorney-General next moved the admission of Mr. Thomas Rowan, LL.B., London, to practice as a Solicitor in the local Courts. He said that Mr. Rowan had been articled in London, and admitted as a Solicitor in England on June 4th, 1919. At his solicitors' final examination he obtained honours, while in the examination at London University for the degree of LL.B. he also obtained honours. Mr. Rowan had fulfilled all the requirements except one—he had not a certificate stating that his admission certificate was still in force and valid. He would take steps to obtain this certificate, and asked for exemption on this point, with the condition that he would get the necessary document within six months.

Addressing Mr. Rowan, his Lordship said he had much pleasure in admitting him, and hoped his career would be both pleasant and profitable.

Mr. Rowan is joining Mr. J. H. Gardiner.

TEN MEN ARRESTED.

CHARGE OF BREAKING INTO A SHOP.

The Wanchai Police have been successful in arresting ten Chinese who were wanted for the theft of a quantity of articles, valued at \$135, from a tailoring establishment at 92, Praya East, on February 29th.

The men were charged at the Magistracy, yesterday, with theft and with receiving stolen property.

Inspector Kent asked for a remand on the ground that he wished to make further enquiries and to recover some of the stolen property. The men had effected an entry into the premises by scaling a water-pipe.

Mr. Irving remanded the case.

ALLEGED "FLYING THE WHITE PIGEON."

HOW A MAN WAS DUPED.

At the Magistracy, yesterday, a Chinese married woman was charged with defrauding a man to the extent of \$50.

Sergeant Lunnigan said that the woman, who was living in Shamshipo, had been married some years ago to a farmer. A month ago she met the complainant, and representing herself to be a widow, offered to marry him for \$50. The man agreed, and the sum was paid. The woman stayed with him for a week, and then disappeared. She was eventually traced to the house of her original husband.

The case was remanded till to-day.

COMPANY MEETING.

LAON KUNG MOW COTTON SPINNING CO.

A 50 PER CENT. DIVIDEND.

Mr. E. C. Pearce, presiding at the annual meeting of the Laon Kung Mow Cotton Spinning and Weaving Co. at Shanghai said in the course of his speech: "Your Board considers a dividend of 50 per cent. a fair return on the capital invested in the business, inasmuch as they think that after so many meagre years the shareholders should reap a substantial benefit from such a successful year." The dividend absorbs Tls. 400,000 out of a total profit of Tls. 800,383.

MOTOR-BANDITS PAY THE PENALTY.

EXECUTED YESTERDAY MORNING.

At 5 a.m. yesterday, the three men who were sentenced to death in January for the murder of a Chinese constable and three coolies, paid the penalty at Victoria Gaol.

The three prisoners, with two others who have not been arrested, held up a money-changer's establishment, No. 40, Des Voeux Road West, and after stealing about \$5,000, attempted to make their escape by motor-car. After a long chase the three prisoners were traced to a tea-house in Catchick Street and after a desperate resistance, one man was arrested. The other two managed to get away, but were followed and after a fusillade of shots in which some bystanders were fatally injured, the men surrendered.

When charged, they adopted a brazen attitude and admitted the offence.

WAS THE HOUSING SITUATION RESPONSIBLE?

TWO YOUTHS SLEEP IN CITY HALL LIBRARY.

"I think this is due to the shortage of houses," said Mr. N. L. Smith, at the Magistracy, yesterday, when James Lee, a Eurasian lad, and a Chinese lad, were charged with being found on the premises of the City Hall at night.

The Chinese youth said that the Eurasian youth asked him to join him at the City Hall and sleep there that night.

Inspector Davitt said that the boys were found on the premises after 11.45 p.m. The room in which they were sleeping was used as a store-room for old newspapers. Both, apparently, had no fixed abode. There was nothing broken on the premises and nothing was stolen.

Mr. Smith: It is a strange case.

Inspector Davitt: I expect they went there to sleep and not to commit a felony.

Mr. Smith: I think it is due to the shortage of houses in Hongkong.

Inspector Davitt: Yes.

The caretaker said that he heard a noise in the library and when he inspected the place he found the two boys asleep in a corner. He did not know how they obtained a key to the room. He knew Lee as he used to come to the library.

Lee, who spoke in English, asked to speak for himself and his friend. He said he knew the whole staff of the library and thought they would have no objection to his sleeping on the premises.

He had been a pupil at the Diocesan Boys' School, and after completing his education, had joined Tai Koo as an apprentice. He received \$3 a month, and was able to get along somehow as he was staying with a friend. A few months ago the friend left for Nanking, and as he was unable to continue work on \$3 a month, he gave up the job. He was homeless and an orphan and so he slept at the library.

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AMMUNITION SMUGGLING.

POLICE MAKE SEVERAL ARRESTS.

Every mail boat that arrives either from America or Australia, brings to the Colony, a number of Chinese who attempt to smuggle ammunition by divers means. Following the arrival of the *Nile* from America on Tuesday, the Police arrested on this charge four Chinese who had been resident in America for a number of years.

At the Magistracy, yesterday, a well-dressed Chinese was charged with being in unlawful possession of a revolver and 100 rounds of ammunition.

Mr. Turner, appearing for the defence, stated that the proceedings were the result of a mistake on the part of the Police. There were a number of passengers who arrived by the *Nile* and their luggage was scattered all over the deck. When the Police inspected defendant's luggage they came across two boxes which did not belong to his client. The boxes were tied with rope and the policeman asked his client whether he had a knife. His client produced a knife and cut the rope. The ammunition was discovered and his client was charged, although he disclaimed ownership. His client had thirteen boxes of his own and on every one his name was written.

A Chinese *lukong* stated that the defendant claimed the boxes. The revolver and ammunition were concealed among some raisins. The two boxes bore another name to that given by defendant. The luggage was scattered all over the deck.

Mr. Smith remarked that there was some doubt and he would give the benefit to the defendant, who was discharged.

Another Chinese pleaded guilty to being in possession of a revolver. The contraband was tied round defendant's right leg. He said that he had lived in America for quite a long time and was not conversant with local regulations. Mr. Smith fined defendant \$100.

A Chinese young man was charged with the possession of a revolver and several rounds of ammunition, which were cleverly concealed in a specially-constructed compartment in a box. The defendant said he did not know the regulations.

Mr. Smith remarked that it was an old game and fined him \$30.

An old Chinese pleaded guilty to possession of an antiquated blunderbuss. He said he had been in America for thirty years and kept the contraband as a curio. He was fined \$50.

A Chinese was charged with being in unlawful possession of a revolver and twenty rounds of ammunition.

Mr. E. J. Grist, for the defence, asked Mr. Irving to inflict a small penalty as the man was the servant of a military officer in Canton, who intended making Hongkong his home. The man was instructed to bring the furniture and was not aware that a revolver was included among the luggage.

Inspector Kent remarked that the officer ought to have known the regulations. He, however, did not wish to press for a heavy penalty.

Mr. Irving fined defendant \$25.

In every case the contraband was confiscated.

HABITUAL CRIMINAL IMPRISONED.

RETURNS FROM BANISHMENT IN A SHORT TIME.

A Chinese youth, who had the unenviable record of several larcenies against him, was charged at the Magistracy, yesterday, with returning from banishment before the expiration of his term.

Defendant stated that he returned to the Colony to see his brother and obtain some money. He was only banished in October of last year for ten years.

Mr. Smith sentenced defendant to twelve months' hard labour, and four hours' strokes.

JAPANESE STOWAWAY IN COURT.

At the Magistracy, yesterday, a Japanese youth was charged with being on board a ship without permission.

Defendant stated that he was asked by a member of the crew to assist him in the mess-room, and he did so.

Inspector Davitt stated that the boy had stowed away at Yokohama, but as the vessel had gone away the Police thought it best to charge him with the present offence. He was a little boy, who lacked intelligence. He thought it possible that the Japanese Consul would help him.

Mr. Smith remanded the case to enable the Police to see the Consul.

TO-MORROW'S BOXING

TOURNAMENT.

IRON BUX ARRIVES TO FULFIL ENGAGEMENT.

Iron Bux, who is to fight Sky Kerrison at the Theatre Royal to-morrow night for the welterweight championship of the Colony, arrived yesterday by the *Fushimi Maru*. He appears to be in excellent trim for the contest, which, a local sportsman predicted, is going to be a memorable one, for something very surprising will happen.

Seen yesterday by a *Daily Press* reporter, Bux said he hoped to give Kerrison a good fight. "Boxing is," he said, "a game in which the best man wins."

"Who will win?" I asked the reporter. "You will have to wait and see," said Bux. "I have fought many good men, but I don't know how I will get on against Kerrison."

Pressed for some particulars of his boxing career, Bux said that, after this fight, he is going to Australia, having signed a contract for five fights in the Sydney Stadium. They are as keen on boxing in Australia as in the U.S.A., where the war has been responsible for a tremendous boxing boom.

In the last few years, Bux has fought nearly 200 fights, and, as far as his recollection goes, he has not lost two dozen. Boxing is a craze in the Philippine Islands, and he has had a fight practically every fortnight. Recently, he stood up 9 rounds to Llew Edwards, the lightweight champion of Australia, who is now in the States after the scalp of Benny Leonard, the lightweight champion of the world. The referee stopped the fight in the ninth round and nearly caused a riot among the spectators, who were obviously of the opinion that Bux, who had given pretty much as good as he got, was by no means in such a condition that he could not have gone the remaining round. Bux admits that he nearly laid out the referee—he was good enough for it. One of Bux's best wins was against Owen Cairns, one of the best welterweight boxers in Australia, over whom he gained a decision on points in a ten-round contest. He has fought numerous American lightweight and welterweights.

Bux, who is the welterweight champion of the Philippine Islands, can also claim the middleweight championship by reason of a recent victory over Frank Jones, the middleweight champion. He has had about two dozen fights with Jones, and has been beaten on points more than once; the last fight, like many previous contests, ended in favour of Bux.

Judging from appearances, Kerrison will have a very "hard nut to crack" to-morrow. Bux has fought and beaten men as tall as Kerrison and with Kerrison's length of arm, by adopting the American boxer's favourite method, infighting.

SPORT.

HOCKEY.

HONGKONG HOCKEY CLUB v. R.E.

An interesting and exciting game of hockey was played yesterday evening at Happy Valley, between the Hongkong Hockey Club and the Royal Engineers. The Club were only able to field ten men, but put up an excellent defence, the game resulting in a draw, with both sides scoring two goals each. There was nothing to choose between the teams, the offensive and defensive work being all that could be desired. After play had been in progress for about ten minutes, a combined movement by the Club forwards enabled Evans to score the first goal for his side. Attacks were then frequently made by both teams and the excellent play of the backs prevented scoring. Sapper Campbell, who had been putting in some good work for his side, managed to break through the Club defence and notch a goal, despite Jones' strenuous efforts. After this the game slackened down for a time, both sides indulging in erratic shooting. After the half time Mackenzie secured a second goal for his side. The brilliant defence being put up by Hickling and Baillet at back and Jones at goal showed that the game would end in favour of the Club. Campbell, however, who was the best man on the field, may a fine run with the ball from near his goal, and, eluding the backs, sent in a shot which completely beat the goal-keeper. The goal was scored in the nick of time, for the whistle went a second later.

For the Club Evans, Edmonds and Mackenzie were conspicuous in the forward line, with Martin and Mitchell rendering yeoman service at half back. Jones, at goal, played soundly. For the Engineers Lieut. Hammond and Larcom and Campbell worked hard. The Engineer's goal-keeper was responsible for saving several goals.

CRICKET.

C.R.C. v. C.S.C.

In the above match on Saturday, at 2.30 p.m., on the Civil Service ground, the following will represent the C.R.C. team:—Ng Sze Kwong (Captain) U. Hew Fan, Geo. Lee, Chon Man Ping, Shin Man Ping, Wei Lee Son, Ho Wing Kin, H. Ching, J. Wong, Lo Man Pun, and Wong Kwok Kwong.

The Civil Service team will be as follows:—R. O. Hutchinson, A. E. Wood, G. S. Sayer, E. W. Hamilton, R. E. O. Bird, E. B. Reid, B. C. Widdell, B. W. Bradbury, H. E. Strange, G. H. Piercy, and W. H. Edmonds.

The C.R.C. team are invited to attend the farewell luncheon to be given by the Civil Service team in honour of their captain, the Hon. Dr. Severn, at the Club pavilion at 1.30 p.m.

FOOTBALL.

HONGKONG F.C. v. H.M.S. "TAMAR."

The following will represent the Hongkong F.C. in their Shield tie against the *Tamar* on Saturday, at 4.15 p.m., on the Club Ground:—Rodger, A. N. Other, Tonkin, Reilly, Rodger, MacPhail, Hamilton, MacPhail (Captain), Boyson, Neal and Bux.

LANE, CRAWFORD

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SMART AND FASHIONABLE
COATS AND CAPES

NEW MILLINERY

Many of the new Models just received are exceptionally smart and becoming, and are very moderate in price.

LANE, CRAWFORD & CO.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS,

TOP FLOOR,

HONGKONG.

COLUMBIA
HUMOROUS RECORDS

NEW STOCK OF

"COHEN"

"CASEY"

"BILLY WILLIAMS"

ETC., ETC.

The Anderson Music Co., Ltd.,

16, Des Voeux Road.

Tel. 1322.

Powell & COY. LTD.

"ATLAS" REGD.

SHIRTS AND PYJAMAS

WEAR

AND

DYE

GUARANTEED.

New stock just received

in SMART DESIGNS

in TAFFETA, FLANNEL

ZEPHYR, OXFORD,

WITH STIFF
OR SOFT
DOUBLE
CUFF.

SHIRTS from \$2.75. PYJAMAS from \$4.50.



NEW ADVERTISEMENTS

FOUND.

A LADY'S GOLD AND DIAMOND BRACELET
Application should be made to the under-mentioned
P. P. J. WODEHOUSE,
Deputy Superintendent of Police
513

WANTED.

COMPETENT SHORTHAND REPORTER for leading Shanghai paper. Reply, stating experience and salary required to—
Box 514,
Care of "Daily Press" Office.
514

FOREIGN DOGS WANTED.

ONE or TWO good BULL TERRIERS or other good breed. Please send prices and photos to—
C. E. H.,
Postal Box, Wuchow,
515

UNIVERSITY OF HONGKONG.

SPECIAL CONGREGATION.

OWING to alterations in shipping movements, the Special Congregation announced for March 8th will be held at 4 p.m. on March 7th. Guests are requested kindly to accept this, the only intimation. The Degree Ceremony will take place at 4 p.m., and Tea will be served after the Ceremony.

N. TEESDALE MACKINTOSH,
Registrar.
[518]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG and SINGAPORE.

The Steamship

"LAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Godown Company, Ltd. where and/or from the Wharves, delivery may be obtained.

Goods not cleared by Mar. 9th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.

Build of Lading will be counter-signed by JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, March 3rd, 1920. [518]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DUNERA"

Arrived Hongkong, March 2nd, 1920.

FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Godown Company's Godowns, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, March 3rd, 1920. 517

T. E. GRIFFITH, LTD.

WE have This Day Opened a BRANCH OFFICE at 12, CHATER ROAD, Hongkong.

Messrs. R. J. HALL and P. A. DIXON are authorized to sign for the Company in Hongkong per Procuration.

T. E. GRIFFITH, LTD.,
Shanghai, Canton, March 1st, 1920. 517

THE COMPANIES ORDINANCES 1911-1915.

THE KWONG ON STEAMSHIP COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN pursuant to Section 188 of The Companies Ordinance 1911, that a GENERAL MEETING of the members of the above-named company will be held at No. 340, Queen's Road, Central, Victoria, in the Colony of Hongkong, on TUESDAY, the 8th day of APRIL, 1920, at 2 o'clock in the afternoon, for the purpose of having an Account laid before the Company showing the manner in which the Winding-up has been conducted and of the Property of the Company disposed of and of having any explanation that may be given by the Liquidator and for the purpose of passing an Extraordinary Resolution disposing of the Books, Accounts and documents of the Company and the Liquidator.

Dated the First day of March, 1920.
YU HUI SHEUNG,
Liquidator.
509

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, March 6th, 1920, at Noon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts to October 31st, 1919.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 3rd day of March, 1920, to MONDAY, the 8th day of March, 1920, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, February 25th, 1920. [494]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND declared for the year ending 31st December, 1919, at the rate of two Pounds Five Shillings Sterling together with a Bonus of Three Pounds Ten Shillings Sterling per share is payable on and after MONDAY, the 1st day of MARCH, 1920, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, February 25th, 1920. [495]



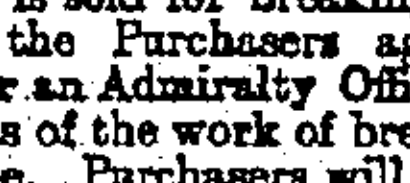
TENDER.

TENDERS are invited for the supply of Timber, Timber Materials and Spars to H.M. Naval Yard for one year from April 1st.

Forms of tender with full particulars may be obtained on application to the Naval Store Officer.

Tenders must reach H.M. Dockyard not later than March 10th, 1920.

H. G. LOWE,
Naval Store Officer.
Hongkong, March 2nd, 1920. [507]



SALE BY TENDER OF H.M.S. "KENT".

TENDERS are invited for the purchase of the above-named Ship with Engines and Boilers and various auxiliary machinery on board.

The Ship is sold for breaking-up purposes only and the Purchasers agree to offer facilities for an Admiralty Officer to inspect the progress of the work of breaking up from time to time. Purchasers will be required to enter into a bond to guarantee the performance of these conditions.

Full particulars of the Ship and conditions of sale may be obtained on application to the undersigned, or to the British Naval Agent at Shanghai or to the British Naval General Staff Officer at Singapore. Permits to view the Ship and forms of tender on application only to the undersigned.

A deposit is required before forms of tender can be issued.

The vessel will be on view from MARCH 1st to APRIL 14th, 1920, inclusive, between the hours of 10 a.m. and 4 p.m. and tenders must reach the Commodore's Office not later than 12 Noon on THURSDAY, APRIL 15th.

Length between Perpendiculars 440 ft. 2 in. Breadth, extreme 66 ft. 4 in. Depth in hold (Flat Keel to Upper Deck) 39 ft. 14 in. Nominal Displacement 3,900 Tons. Propelling Machinery:—Inverted Triple expansion (Twin of 22,000 I.H.P.). Cylinders:—High, Two of 37". Intermediate, Two of 60". Low, Four of 69". Stroke 2 ft. 6 in. Boilers:—Bellerophon Water Tube, 31 No. H. G. LOWE,
Naval Store Officer.
497



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 8th day of MARCH, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Area in Sq. Fms.
1	Lot 1, 100 ft. by 100 ft.	1	10,000	1
2	Lot 2, 100 ft. by 100 ft.	1	10,000	1
3	Lot 3, 100 ft. by 100 ft.	1	10,000	1
4	Lot 4, 100 ft. by 100 ft.	1	10,000	1
5	Lot 5, 100 ft. by 100 ft.	1	10,000	1
6	Lot 6, 100 ft. by 100 ft.	1	10,000	1
7	Lot 7, 100 ft. by 100 ft.	1	10,000	1
8	Lot 8, 100 ft. by 100 ft.	1	10,000	1
9	Lot 9, 100 ft. by 100 ft.	1	10,000	1
10	Lot 10, 100 ft. by 100 ft.	1	10,000	1

REPULSE BAY HOTEL.

SATURDAY, MARCH 6th.

TEA DANCING FROM 4 P.M. TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, MARCH 7th.

Orchestral Concerts during Tiffin and afternoon Tea.

310

INTIMATIONS

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW

FLOWERS AND VEGETABLES

in the

ROTANDE GARDENS

TO-DAY

From 2 P.M. till 6 P.M.

Admission 5s.—(Children half-price).

Mrs. Stabb will present the prizes at 5 P.M.

The Band of H.M.S. "HAWKINS", will play selections of music.

Tea obtainable on the Ground.

H. R. L. DOWRIGGIN,
Hon. Secretary.

Hongkong, March 4th, 1920. 499

HONGKONG BOXING ASSOCIATION.

FOURTH TOURNAMENT.

AT THE

THEATRE ROYAL

on FRIDAY, MARCH 5th, at 8.15 P.M.

1.—FIFTEEN-ROUND CONTEST FOR THE WALTER-WRIGHT CHAMPIONSHIP OF THE COLONY, and the "Mounted Police Reserve Belt."

Between Sergt. "Sky" KERRISON, R.N.Y.F. (Holder), and Iron Box, of Manila, P.I. (Challenger).

2.—TEN-ROUND CATCHWEIGHT CONTEST.

Between Jack KIBLER, Chinese Maritime Customs, Canton, and Seaman Deconhart, H.M.S. "HAWKINS".

3.—SIX-ROUND CONTEST FOR THE AMATEUR LIGHTWEIGHT CHAMPIONSHIP OF THE COLONY.

Between Young Maher, ex-Driver, R.A. (Holder), and E. R. A. HAINEN, H.M.S. "HAWKINS" (Challenger).

Also three other Six-Round Contests.

BOOKING—Cash only at Messrs. Mottie.

TUESDAY next for Members only. WEDNESDAY to FRIDAY for the General Public.

G. G. N. TINSON,
Hon. Secretary.

J. C. WILDIN,
Manager.
478

ST. STEPHEN'S COLLEGE.

FOUNDER'S DAY, SATURDAY, MARCH 6th.

OLD BOYS are reminded of the ANNUAL DINNER on SATURDAY, at St. Stephen's College at 6.30 p.m.

Those intending to be present should notify Mr. FUNG-MAN SUI.

506

NEW FRENCH LOAN 5 PER CENT.

PRICE OF ISSUE FRS. 100.

REDEMPTABLE at FRS. 150, in 30 years by Half-yearly drawings.

Interest payable on the 1st of May and 1st of November.

Drawings to take place on the 18th of March and the 18th of September of each year.

1st drawing on the 18th of September, 1920, 1st coupon of FRS. 2.50 to be paid on the 1st of November 1920.

Subscriptions will be received up to the 10th of March next by the

BANQUE DE L'INDO-CHINE, L. BERINDEOAGUE,
Manager.

Hongkong, February 16th, 1920. 497

NEW FRENCH LOAN 5 PER CENT.

1920.

UNDER THE GUARANTEE OF THE FRENCH REPUBLIC.

THE Local Branch of the BANQUE INDUSTRIELLE DE CHINE will receive subscriptions for the New French Loan 5 per cent. 1920, from the 19th February to the 10th of March next.

The Loan is free of income tax and redeemable in 30 years at 150 per cent by half-yearly drawings, the interest coupons being payable on 1st May and 1st November of each year.

Fully paid subscriptions 1 par. Partly paid subscriptions at 101 per cent, purporting:

Fr. 25.—when subscribing.

Fr. 25.—on the 1st of April.

Fr. 25.—on the 1st of July.

Fr. 25.—on the 1st of August 1920.

M. BOUET DE JOURNEL,
Manager.

Hongkong, February 16th, 1920. 498

5% FRENCH LOAN 1920.

ISSUED at par in Bonds of Fcs. 100, and redeemable at Fcs. 150 for each Bond within Sixty years by Half-yearly Drawings, beginning 1920. Bonds exempt from taxes.

Interest payable twice yearly, on MAY 1st and NOVEMBER 1st.

Subscriptions accepted till MARCH 18th, by the

RUSSO-ASIATIC BANK, R. RODGERS,
Manager.
499

INTIMATION

WATSON'S

E

WHISKY

maintains the same

HIGH quality TO-DAY

as BEFORE and during

the War.

Per Case including duty.

\$29.00

S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. No. 518

11

DEATHS.

CHARLTON.—At the Singapore General Hospital, on February 20th, after a short illness, ARTHUR CHARLTON, late of Hongkong. [512]

MYERS.—At Pagoda Anchorage, on Feb. 28th, WILLIAM WYKHAM MYERS, M.B.C.M., aged 74 years. [511]

HONGKONG OFFICE: 10, DES VOUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 4th, 1920.

THE MILITARY SQUABBLE IN KWANGTUNG.

Among the Chinese residents of the Colony a good deal of anxiety has been felt during the past week regarding possible military developments at Canton.

A strict censorship is being exercised over the Canton papers in this connection, and this, as usual, so far from serving to prevent public alarm, which is the avowed object of the censorship, really encourages belief in rumours which may be of the wildest description. There is, however, no doubt that matters have reached a serious crisis and that fighting has already taken place between large forces of troops. The situation, we gather, is that the Yunnanese troops and the Kwangsi troops of the Southern Army are at logger heads because the Tsuchun of Yunnan province dismissed the commander of the Yunnanese troops, and the Tsuchun of Canton has refused to recognise the Yunnan Tsuchun's authority in the matter, and has expressly directed the officer to retain his command. What the trouble behind it all is, we do not know. What is clear is that the dispute between the Tsuchuns has extended to the troops, and the Canton Tsuchun last week went the length of ordering the dismissal of all the principal officers of the Yunnanese Division, with a view to the reorganization of this unit of the troops which are under his direction. "In the circumstances it is not to be wondered at that the Yunnanese troops grew restless," think all the other troops in Canton and the surrounding country concluded that "trouble was brewing,"

and took the usual military precautions; and that the Tsuchun was ultimately obliged to promulgate precautionary measures "equivalent to a modified form of martial law." During the past week there has been a considerable movement of troops in the neighbourhood of Canton, and fighting between the Yunnanese and the Cantonese troops of the great South-Western Army has occurred, apparently at several points in the region of the North river. Large forces are in the field, and the continuance of the feud may involve the sacrifice of many lives. In any event the movement of these large forces across the country causes a serious disturbance of trade, and the expenditure of large sums of money which have to be squeezed in some form or other out of the long-suffering taxpayer. At the eleventh hour, the "Military Government" has made the bright suggestion that the Yunnanese troops shall themselves choose which of two leaders they will have as their commander—the man whom the Yunnan Tsuchun dismissed, or LI LIKH-KWAN, who has had a great deal of experience in military operations in the province in the last ten years, and is now apparently concentrating a large force of Yunnanese troops near Yun-Tam, about fifty miles from Canton, "to oppose the advance of the Canton forces." Some sort of a settlement will, no doubt, be made now that matters have come to a serious crisis. It is greatly to be regretted that there is no immediate prospect of settling the trouble by disbanding the forces. There is no other way of putting a definite end to these dangers. Apparently the sorry farce of a Canton Parliament which never functioned has been brought to a close by the Tsuchun stopping the payment of the salaries and expenses of the members. A month before the New Year nearly five hundred members of the so-called Parliament were stated to be in Canton in readiness for the "Constitutional Convention" to be resumed. Now that salaries have been stopped, many members are leaving Canton, and "this is regarded as the end of the Canton Parliament." If only there were some means of stopping financial supplies to the men who are responsible for keeping these large rabble armies in the field, it would be a gain to the peace, happiness and contentment of the great industrial population of the country.

Mr. Stuart F. Pinchin, of Hongkong, has been elected a Fellow of the Royal Colonial Institute.

Bishop Lander has gone to Pakhoi by the *Keping*. He expects to return to the Colony at the end of next week.

The steamer *Nile* brought to Shanghai from San Francisco last week specie amounting to \$10,210,600.

The Flower Show opens to-day at 2 p.m. at the Botanical Gardens. Mrs. Stabb will present the prizes at 5 p.m.

Two cases (one death) of enteric fever and one case of cerebro-spinal fever were reported in the Colony on Tuesday.

It is now announced that the Special Congregation of the Hongkong University announced for Monday next will take place on Sunday next.

The Chinese, who was charged with the manslaughter of a compatriot over a quarrel, was committed for trial by Mr. Smith at the Magistracy, yesterday.

The marriage is announced of Alex. W. Van Andel, of Hongkong, to Kate Davies, of Harrow-on-the-Hill. Mr. and Mrs. A. W. Van Andel will probably return to the Colony about the end of April.

The series of extracts from Colonel John Ward's book on the Chronicles of the "Die-Hards," which the London *Daily Telegraph* published in January extended over thirteen issues of the paper.

The Straits Settlements Gold Medal has been awarded by the Senate of the University of Glasgow to Dr. E. T. Leiper, of the London School of Tropical Medicine for a thesis in a subject of "Tropical Medicine."

Representatives of Japanese Chambers of Commerce at Shanghai, Mukden, Antung, Tientsin, Yankow, Tsingtao, Tsinan, and Hankow assembled at Tokio recently, at the invitation of the Tokio Chamber of Commerce, to discuss ways and means of promoting Sino-Japanese friendship. Several of the leading Japanese business houses were represented at the conference.

Capt. Oliveira, Secretary of the China Coast Officers' Guild, has returned to Hongkong, in connection with the Coast Shipping Arbitration which starts next week. The arbitrators are Mr. J. Owen Hughes and Mr. N. L. Watson.

The Mission to be conducted by the Redemptorist Fathers in the Catholic Cathedral will commence next Sunday, and finish on the following Sunday.

There will be a sermon every evening at 8 p.m. and at the 7.30 a.m. Mass on weekdays and 9.30 a.m. Mass on Sundays.

The report of the Engineer-in-Chief of the Chefoo Harbour Improvement Commission, covering the period from August 1st, 1918, to December 31st, 1919, states that very good progress has been made with both the foundation and superstructure of the Breakwater, and its advanced state now affords very considerable protection against north-easterly wind.

Work has been continued steadily on the foundations and superstructure of the Western Mole.

We extract the following paragraph from a London contemporary:—Mr. A. P. Sinnett, the well-known journalist, celebrated his birthday on January 18th.

Mr. Sinnett was sub-editor of the *Globe* in 1889, and afterwards spent three years in the Far East as editor of the *Hongkong Daily Press*. He was subsequently in India, and on return, home became vice-president of the Theosophical Society, and wrote several books dealing with the occult. Mr. Sinnett is now 80 years of age.

The Rev. Gouverneur Frank Mosher, of the American Church Mission at Waukegan, was consecrated Bishop of the Philippine Islands, at the Church of Our Savior in Dixwell Road, Shanghai, last week.

Bishop Graves, of Shanghai, was the presiding bishop, and among others assisting in the service were Bishop Huntington, of Anking; Bishop Tucker, of Kyoto; Bishop Norris, of North China; the Rt. Rev. Sing Tse-seng, Assistant Bishop of Chekiang; Bishop Molony, of Ningpo; Bishop White, of Honan; and Bishop Roots, of Hankow.

The latter preached the sermon. Bishop Mosher succeeds Bishop Brent at Manila.

Sir Charles Eliot, who was booked to leave London on February 7th, for Tokyo to take up his duties as British Ambassador to Japan, was entertained by the Chinese Minister and Mme. So to a farewell dinner at the Legation in Portland Place. Among the guests present to meet Sir Charles Eliot were the Japanese Ambassador, Viscountess Chinda, Sir Maurice and Lady de Bunsen, Lord and Lady Incheape, Lord Chalmers, ex-Governor of Ceylon, Sir James and Lady Cantlie, Sir Charles and Lady Addis, Sir John and Lady Tilley, Mr. M. T. Liang, formerly Chinese Minister for Foreign Affairs, Sir John MacLeavy Brown, Mr. Barton, and Mr. Wickham Steed.

His Excellency the Governor gave a dinner party at Government House on Tuesday evening. The guests present were:—Lieut.-Col. A. Delacombe, D.S.O., A.P.D.; Mrs. Delacombe, Miss Delacombe, Dr. J. C. Johnson, Mr. E. A. Irving, Mr. L. Selater, Mrs. Selater, C.B.E.; Eng.-Com. W. Dawson, R.N., H.M. Dockyard; Major G. N. Humphreys, D.S.O., R.A.S.C.; Mrs. Humphreys, Major L. G. Bird, D.S

Get Comfort in your Day and Night Wear

One must experience the luxury of wearing "Viyella" to realise what comfort really means. Imagine a flannel rich in appearance, that does not shrink, that won't irritate the tenderest skin in any climate; that is fine in weave, porous and protective, yet so durable that it withstands the crude native "dhoby" method of washing in the oddest corners of the world, and you have the reason why no substitute is good enough for the man who knows.



"Viyella" Shirts and Pyjamas

A wide range of suitable stripes, plain cream, and dainty shades available to suit all tastes; and in light, medium and heavy weights to suit all climates and seasons. Insist on seeing the genuine material with the label on the selvage, or the tab inside the garment.

Your Outfitter stocks them or will make to measure

If any difficulty in obtaining please write for address of nearest dealer to Wm. H. & Co., Ltd. (Suppliers to Trade only) Newmarket Street, London, E.C. England.



CHILDLESSNESS AND DIVORCE.

ARGUMENTS AGAINST THE ITALIAN DECISION.

Mr. Havelock Ellis, the eminent psychologist and eugenist, writes in the *Daily Express*:-

It is not clear from the brief cabled report on what ground the tribunal at Milan has annulled a childless marriage. Presumably, there are two reasons:-

Either that such a union is against the interests of the State, or that it is against the interests of the couple concerned. My contention is that it is against the interests of neither, especially in Italy, where the birth-rate is rather high.

It is reported that the Italian Socialists are preparing to submit to the Chamber a motion to have marriages compulsorily annulled in cases where there are no children. That is distinctly objectionable, because many of the happiest marriages are childless.

"EASIER DIVORCE"

I am very much in favour of making divorce easier, and of enlarging the grounds for divorce. I even think that we may eventually reach divorce by mutual consent.

Far from encouraging the birth of more children, I think the birth-rate is far too high in Europe. If it had been lower in Germany, we probably should not have had the great war; and, again, there would not be so many people starving.

It is impossible to make a general rule as to the limitation of families. The larger the number of children, healthy parents have, the better for the welfare of the community. The problem is how to discourage the unreasoned bringing of children into the world. If it were generally recognised that it is a disgraceful thing for people who are not fit in health to have children, it would act as a great social force. That is really what is needed.

On that ground I would not make childlessness a reason for divorce, because the parties concerned may be acting from high and worthy motives in not having children.

WHO'S FAULT?

Another question arises: "Who is to bring the suit, the husband or the wife? If the one who is considered at fault institutes proceedings, is it quite just? Think what might happen. A husband might seek a divorce, whereas he might be the person at fault, and the wife would be punished in the eyes of the world."

It must also be remembered that children are not the only reason for marriage. Marriage is for the mutual solace of a couple, and in many cases that is quite a sufficient object in itself. Childless marriages may lead to domestic discontent in some cases, but, on the other hand, they may mean that husbands and wives are more devoted to each other because they have no children to be devoted to. I say emphatically that childlessness is not a suitable plea to put in the foreground of an application for divorce.

THE LOCH DOON SCANDAL.

LADY OWNER'S CLAIM FOR £150,000.

A slashing criticism of the War Office's ill-fated Loch Doon project, together with a claim for £150,000 damages, is made by the proprietor of the estate in an action which was before Lord Blackburn in the Court of Session, Edinburgh. Mrs. Charlotte Tilke McAdam, of Craignigallan, Ayrshire, sues the Lord Advocate, as representing the War Department, to have it declared that the whole operations of the Department in taking possession of and evicting her from the estate and house of Craignigallan were unwarranted and illegal.

Craignigallan is of considerable extent, and included a portion of Loch Doon, where, in 1916, the War Department decided to establish a large school for the training of airmen in gunnery with moving targets running on rails. The works contemplated included the construction on a peat bog of a large aerodrome, for which an expenditure of £150,000 was authorised by the Treasury. In point of fact, the scheme was impracticable and no work of the kind which could promote the defence of the realm could have been created there, as the ground available was a peat bog, which no landing could have been made, and plaintiff avers that those responsible knew that the scheme could not be carried out for from five to ten times £150,000.

The plaintiff makes charges as to the manner in which Craignigallan House was taken from her. She says the conduct of the officers, the presence of large numbers of men, and the operations, and the critical state of her own health so wrought upon her, that Miss Mills, who resided with her, that Miss Mills attempted to take her own life in March, 1917, and died two days later.

The Lord Advocate states, in defence, that the War Department, in taking possession of the property, acted throughout strictly under the Defence of the Realm Acts and Regulations and of the prerogative rights of the Crown. The establishment of such gunnery school was necessary, and its future would have depended on the course of the war and future necessities. The subsequent abandonment was due to the physical conditions, which had not been anticipated by those advising the War Office. The statements relating to Miss Mills are denied.

The Lord Advocate also states that the signs of the recent military occupation are greatly overstated, and that the plaintiff's claim for reinstatement is similar to thousands all over the country, and that her remedy is to apply to the Defence of the Realm Losses Commission.



ROSE'S LIME JUICE

Delicious, Wholesome, Refreshing.

Prepared from the pure juice of the finest West Indian Lime Fruit, grown on our estates in Dominica, West Indies.

Insist on having ROSE'S.

THE 1920



Price \$1,000.00

If the price of the Ford had advanced since 1914, in the same ratio as standard Piecegoods, the Ford would cost about \$4,000 to-day! Made in Canada.

SOLE AGENTS:

ALEX. ROSS & CO., HONGKONG

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers "ECUADOR," "VENEZUELA," & "COLOMBIA," HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe, SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR"	March 10th, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "COLOMBIA"	March 17th, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "VENEZUELA"	March 24th, for San Francisco via Shanghai, Yokohama and Honolulu.

ALSO

S.S. "ARCHER"	March 30th, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "WEST MINGO"	Late March, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "WESTSEQUANA"	Late March, for San Francisco via Shanghai, Yokohama and Honolulu.
S.S. "WEST KASSON"	Late April, for Baltimore, via Suez and usual ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GITANO"	Thursday, March 4th, for Madras, via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.
S.S. "LAKE GILPEN"	Saturday, March 6th, for Madras via Haiphong, Saigon, Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Mexico, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.,
Hotel Marlborough,
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Operating the following FAR EASTERN SERVICE for the account of the United States Shipping Board.

S.S. WEST MONTOP leaving about March 18th.

S.S. WEST HIKI leaving about April 10th.

Through rates quoted and through Bills of Lading issued to all Overland Points in the United States.

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Sailing on or about March 23rd.

LLOYD TRIESTINO

BRINDISI VENICE & TRIESTE

S.S. "PERSIA"

Sailing on or about March 2nd.

S.S. "PILSNA"

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NANYO YUSEN KAISHA, Ltd.
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Regular Services between

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SS. "BANRI MARU" For JAPAN, On March 9th.

SS. "BORNEO MARU" On March 17th.

For JAPAN,

SS. "RIJUN MARU"

Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

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For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "SAGAPORACK"

About March 2nd.

Via PANAMA.

S.S. "WESTERN CROSS"

About March 31st.

Via PANAMA.

S.S. "HATCHIE"

About April 5th.

Via PANAMA.

S.S. "WEST WIND"

About April 5th.

Via PANAMA.

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MAATSHAPPIJ.

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THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on March 11th.

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FOR NEW YORK

PRINCE LINE FAR EAST SERVICE

"GOTHIC PRINCE" via PANAMA, 15th March.

"GAELIC PRINCE" via SUZ, 6th April.

"TUSCAN PRINCE" via SUZ, 1st half May.

"PERSIAN PRINCE" via PANAMA, 2nd half May.

Steamers proceed via Panama Canal or Suez Canal at Owners option.

For freight and further particulars, apply to—

SHEWAN, TOMES & CO.

Agents.

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LORD MILNER IN EGYPT. A DRAMATIC DIALOGUE.

By Mr. publishes a résumé of the recent conversation between Lord Milner and the Grand Mufti of Egypt. According to the journal, Lord Milner explained that he had called on the Mufti simply as a visitor, and said that the situation in Egypt had been much modified since he had been in that country. The Mufti replied: "Yes, for the better."

Lord Milner: Egypt is, generally speaking, very prosperous.

The Mufti: Its progress is most striking from the intellectual point of view.

Lord Milner: Perhaps so. I observe the troubled spirit of the country, of which I do not know the cause.

The Mufti: That troubled spirit is due to a natural cause. After the declarations of great Allied statesmen all peoples, Egypt, as the exception, finds her hopes frustrated, and a protectorate declared, when she was expecting independence.

Lord Milner: I consider a protectorate to be Egypt's interest, because it defends her against aggression. Do not the Egyptians understand that the interests of Great Britain and Egypt require a protectorate? Your independence would menace our interests in Egypt and the Orient.

The Mufti: The Egyptians do not ignore your interests and those of other Powers, but charity begins at home. I cannot agree with the protectorate solution. The real solution is the independence of Egypt, with a guarantee of your interests.

Lord Milner: Discussion in this connection is necessary. Inasmuch as the object sought is to safeguard the interests of the two nations, discussion could settle nine points out of ten.

The Mufti: No Egyptian would enter upon a discussion except on the basis of independence.

Lord Milner: I am certain that there are Egyptians who are disposed to treat with us, but fear keeps them back.

The Mufti: Every country has its traitors, but any patriot would refuse to enter into such a discussion.

Lord Milner: Cannot you convince your compatriots of the usefulness of discussion which would be more profitable than boycotting? Do not forget that we are the most powerful nation in the world. No country can oppose us. In asking for discussion we wish to prove our friendship. It is not to your interest that we should impose our will. Moreover it is not our desire to do so.

The Mufti replied: In my capacity as religious chief, I can only affirm that it is impossible to convince the nation of the utility of what I am unconvinced of myself. The entire nation claims independence, and it would therefore be useless to speak any other language. I do not forget your power, but if Egyptians bend to-day before force, they will profit by the first occasion to revolt. The guarantee of force is not eternal. An Arab proverb says: "Fear your enemy, but fear a thousand times more your friend, for your friend may become an enemy and he will know better how to harm you. Between Syria, occupied by France, and Tripoli, occupied by Italy, it is better for you that Egypt should be independent and a friend."

Lord Milner: All that does not prevent a loyal discussion. The Ulema's message is hostile, yet I come to discuss with you.

The Mufti: A message emanating from a weak nation cannot be hostile, but proclamation on your part establishing a protectorate is hostile. We can have no discussion until the protectorate is withdrawn.

IN RUSSIAN TURKISTAN.

A TRAVELLER'S IMPRESSIONS.

A Persian correspondent recently returned from Russian Turkistan gives a representative of the Associated Press of India the following account of the situation there.

The prevailing note is one of intense hatred of the Bolsheviks, whose iron-fisted despotism has deprived the ryots and inhabitants of all their possessions and reduced them to starvation. There is an acute scarcity of foodstuffs and oil. Wood is used for fuel on the trains, and the journey by rail from Tashkend to Ashkhabad, which could formerly be done in a day and a night, now takes 10 days. The jungles have been cut down and the Bolsheviks are now felling 50 year old trees in the streets of Tashkend and in the compounds of private houses.

All commerce, trade and the sale of whatever supplies there may be, are monopolised. People professing the Bolshevik faith receive a *jant* (about 1 lb. of bread), others may die of hunger. The discovery of a *pad* (about 18 acres) of flour or wheat in the house of a Persian or Russian National involves arrest, imprisonment and hard labour. The words "commerce," "wealth" and "wealth" are forbidden by the Bolshevik creed, and are forbidden for the use of them is death. The Bolshevik religion is conspicuous by its absence, and God and the prophets are considered as myths. The *nikah* (legal marriage contract) is absolutely forbidden, and an agreement between a man and woman registered by the Government constitutes the marriage contract. One of the Bolshevik laws is that no woman should be a slave of any one man for the whole term of her life and the woman is at liberty to choose another partner whenever she likes and the husband has no right to oppose her.

The Soviets are organised in the name of the poor and the labourer, but carriages, money, etc., are appropriated by the Bolshevik commissaries. The poor man's position remains uncertain. The personnel of all the Bolshevik departments receive a salary of 800 roubles each a month, and supplies are sold to them at low rates on condition that they will shoulder a rifle and go to the front when necessary. While members of the Bolshevik committees can obtain meat for 70 roubles others have to pay 70 roubles for the same quantity and that too only twice a week. There is a universal shortage of food.

(Continued at foot of next column.)

Mr. Arthur Cowley Tells How Cuticura Cleared His Skin

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Kobe ... "LAISANG" Fri. 6th Mar. D'light

Manila ... "LOONGSANG" Fri. 6th Mar. 3 p.m.

STRAITS & CALOUTTA ... "YATSHING" Fri. 6th Mar. 8 a.m.

SAIPHONG ... "HANGSANG" Mon. 10th Mar. D'light

SHANGHAI ... "CHONGSANG" Sun. 10th Mar. D'light

TIENSIN ... "HINSANG" Sat. 27th Mar. Noon

SAUNDAN ... "HINSANG" Sat. 27th Mar. Noon

CALOUTTA LINE—This Line affords regular sailings to Calcutta, tenancy and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

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No. 8, BUNDO, KOB.

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SHIPPING NEWS

ARRIVALS

March 2nd.
Chung Hing, Chinese str., 242 tons, Capt. Nicolai, from Haiphong, with a general cargo—Chung Fat.
Dunera, British str., 2,414 tons, Capt. Walker, from Bombay, with a general cargo—P. & O. Co.
Shun Sang, Chinese str., 294 tons, Capt. Place, from Kwong Chow Wan, with a general cargo—Ho On & Co.
War Sepay, British str., 3,401 tons, Capt. Harrison, from Nagasaki—Admiralty.
Yachima, Japanese str., 783 tons, Capt. Modisada, from Chingwantao, with a cargo of coal—Dodwell & Co.

March 3rd.

Cadaretta, American str., 2,545 tons, Capt. Walton, from Singapore, with a cargo of rice—Dollar Co.
Chenan, British str., 1,354 tons, Capt. Laver, from Shanghai and Swatow, with a general cargo—B. & S.
Fushimi Maru, Japanese str., 10,308 tons, Capt. Iriawa, from Manila, with a general cargo—N.Y.K.
Hai Hing, British str., 1,370 tons, Capt. Pasumpe, from Swatow, with a general cargo—Order.
Kaiyo Maru, Japanese str., 1,128 tons, Capt. Kimura, from Kailung, with a general cargo—O. S. K.
Zai Sang, British str., 3,460 tons, Capt. Matthews, from Singapore, with a general cargo—J. M. & Co.
Rangoon Maru, Japanese str., 5,080 tons, Capt. Irie, from Calcutta, with a general cargo—N.Y.K.
Saichou, Chinese str., 745 tons, Capt. Hudson, from Wuhu, with a cargo of rice—Kwang Hing.
Sinkung, British str., 1,010 tons, Capt. Barkus, from Canton, with a general cargo—B. & S.
Taiwan Maru, Japanese str., 3,135 tons, Capt. Kawashima, from Calcutta, with a general cargo—Order.
Taichin, Chinese str., 1,210 tons, Capt. Halkett, from Shanghai, with a general cargo—C. M. S. N. Co.
Tamaw Maru, Japanese str., 2,018 tons, Capt. Muragami, from Manila, with a general cargo—O.S.K.
Tientsin, British str., 1,222 tons, Capt. Dillon, from Chingwantao, with a cargo of coal—B. & S.
West Canaan, American str., 4,700 tons, Capt. Humphry, from Kobe, with a general cargo—Admiral Line.

PASSENGERS

Per a.s. **Fushimi Maru**, on March 3rd: Mrs. and Miss Sierra, Mr. and Mrs. Wagner, Miss E. J. Wagner, Mr. and Mrs. Hollenberg, Miss E. Nanz, Master J. K. Bingham, Lieut. E. A. Halford, Mr. S. D. M. Leslie, Mr. and Mrs. F. T. Williams, Mr. F. F. Fairman, Capt. R. D. Dampier, Lieut. P. Bruhl, Lieut. F. A. Charlesworth, Lieut. W. V. Dodge, Mr. W. W. Wilson, Capt. F. V. Nemecek, Miss L. R. Slater, Miss M. P. Smith, Mr. A. T. Steiner, Mr. F. T. Rogers, Mr. H. S. Dailington, Mr. V. S. Brown, Capt. E. Carpenter, Miss F. M. Oppheimer, Miss E. E. Wagner, Mr. and Mrs. A. M. Scott, Mr. and Mrs. Forney, Capt. C. Willson, Lieut. and Mrs. Leete, Lieut. T. T. Hogen, Mrs. C. E. Miller, Mr. and Mrs. O. F. Alleman, Mr. G. S. Aveyard, Capt. P. S. Collins, Lieut. C. Preston, Lieut. G. Smith, Mrs. B. Moffat, Mr. F. Reyes, Mr. A. Hidalgo, Mr. J. D. Steel, Mr. J. Peters, Mrs. F. Steiner, Mrs. F. T. Rogers, Mrs. N. Seranton, Mr. R. D. Holt, Miss W. Morgan, Lieut. H. W. Muir, Mr. P. P. Day, Lieut. E. L. E. Davis, Miss A. B. Brumbaugh, Miss L. Forney, Major and Mrs. Boffy, Master J. C. Leete, Mr. G. S. Jilling, Miss C. E. Miller, Mr. E. Sterassman, Mr. E. P. Williams, Capt. E. P. Williams, Lieut. W. G. Hopkin, Lieut. B. Elmes, Mr. P. D. Ginn, Mr. J. B. Blum, Mr. H. W. House, Mr. A. Humphreys, Mr. H. G. Smith, Mr. H. K. Smith, Mr. G. Cabella, Miss A. D. Seranton, Mr. F. L. Holt, Mr. H. P. Crane, Mr. H. Solomon, Mr. and Mrs. J. Gompertz, Mrs. T. H. Fox, Miss V. Blikenstaff, Mrs. B. White, Lieut. and Mrs. Bingham, Master E. L. Leete, Mrs. and Miss M. Lapsley, Mr. L. J. Oberle, Capt. E. G. Fische, Mr. J. A. Sternsman, Capt. R. H. Shadurck, Capt. R. Beerley, Lieut. O. G. Rockwest, Lieut. F. M. Dunk, Mr. E. Blum, Mrs. S. Bradford, Mr. H. Green, Mrs. H. S. Smith, Mr. L. D. Stone, Mr. F. Flores, Mr. B. H. Seranton, Miss G. D. Holt, Mrs. A. Hidalgo, Mr. G. J. Hayner, Mr. C. A. Jones, Mr. G. J. Gavey, Mr. A. F. Hillary, Mr. C. Silk, Mr. R. A. Beattie, Mr. W. Hammond, Mr. S. M. Wheeler, Mr. and Mrs. Y. Stalle, Mr. F. Kidner, Mr. E. A. Pipe, Mr. W. G. Aldridge, Mr. R. G. Biggs, Mr. P. J. Carter, Mr. W. G. Brownless, Mr. P. Cox, Mr. C. W. Box, Mr. T. Swan, Mr. H. Minota, Mr. F. J. Trigwell, Mr. W. T. Brown, Mr. F. J. Moreland, Mr. G. Smith, Mr. J. Powell, Mr. C. Greening, Mr. S. A. Woolgar, Mr. D. Austin, Mr. A. E. Young, Mr. J. H. Dickinson, Mr. B. Dight, Mr. G. Stowell, Mr. R. H. Hallowell, Mr. H. Hills, Mr. W. C. Baines, Mr. G. H. Furness, Mr. H. H. Samuel, Mr. J. C. White, Mrs. A. T. Hillary, Mr. J. Vanhecke, Mr. A. M. Bux, Mr. V. G. Alberts, Mr. H. F. Judson, and Mrs. V. T. Alberts.
 Per a.s. **Dunera**, on March 3rd: Mr. and Mrs. Manon, Miss M. E. Collins, Miss H. M. Collins, Miss E. Collins, Mrs. Simpson, Miss Jefferson, Mr. and Mrs. Harvey, Mrs. Gardiner, Rev. Dr. and Mrs. Bickersteth, Mr. F. Vale, Mr. Marwick, Mr. Henrick, Mr. and Mrs. Hamilton, Miss Stephanovich, Mr. Hope, Bishop and Mrs. Robinson and Mr. and Mrs. Sandberg.

CLEARANCES

March 3rd.
Cape May, for New York.
Chenan, for Canton.
Chung Hing, for Haiphong.
Chung Hing, for Haiphong.
Cuco, for Shanghai.
Dunera, for Shanghai.
Kaiyo Maru, for New York.
Kaiyo Maru, for Kwong Chow Wan.
Kaiyo Maru, for Haiphong.
Kaiyo Maru, for Shanghai.
Lubo, for Lourenco Marques.
Rangoon Maru, for Kobe.
Saichou, for Canton.
Shen Maru, for Saigon.
Sin Kiang, for Shanghai.
Taiwan Maru, for Kobe.
Taichin, for Canton.
Yachima Maru, for Whampoa.
Yuet Shang, for Swatow.

SHIPPING MOVEMENTS

The N.Y.K. a.s. **Atsuta Maru** (European line) left Shanghai for this port on March 2nd, and is expected here on March 5th.
 The N.Y.K. a.s. **Fukuhama Maru** (European line) left Singapore for this port on February 23rd, and is expected here on March 5th.
 The N.Y.K. a.s. **Heime Maru** (Calcutta line) left Calcutta for this port on March 2nd, and is expected here on March 14th.
 The N.Y.K. a.s. **Tayooka Maru** (European line) left London for this port via Suez on February 25th, and is expected here on April 7th.
 The R.M.S. **Empress of Asia** left Yokohama on March 3rd, and is due at Kobe on March 4th.
 Telegraphic advice has been received that the a.s. **Wagyu** left that Manila on the 2nd inst. and may be expected here to-day.
 The a.s. **Maquan** from Seattle, left Kobe for this port on the 2nd inst. and may be expected to arrive here on or about March 5th.

ADDITIONS TO P. & O. FLEET

The P. & O. Line have placed an order with Harland and Wolff, Belfast, for five 14,000-ton liners of their "B" class for the Australian service via the Cape, named **Balfarat**, **Balfarad**, **Balfarad**, **Balfarad**, and **Balfarad**. Construction of a portion of the order has been begun at Belfast, but others will be built in the firm's Scottish yards. The same company's **Nahanda**, 16,000 tons, Belfast-built last year, was to have left early in the New Year.

"ASAHI BEER"



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DE LECLERC'S PILLS FOR THE LIVER & KIDNEY are available for all cases of these important organs. Price 2s. 6d. per box, 4s. 6d. per box, 10s. 6d. per box. Dr. L. De Leclerc, 10, Avenue de la Gare, Paris, 12. Sole Agents: LANE, CRAWFORD & CO., 10, Abchurch Lane, London, E.C. 4. Sole Agents: LANE, CRAWFORD & CO., 10, Abchurch Lane, London, E.C. 4.

WEATHER REPORT

March 27th 12.30. No returns from Japan and Vladivostok.

Pressure has increased moderately in the vicinity of Shanghai, and decreased slightly elsewhere; an anti-cyclone is situated to the north of the Yangtze.

Fresh to strong monsoon will prevail along the China coast, and over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.14 inch. Total since January 1st, 3.04 inches, against an average of 2.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. Forecast.

Hongkong to Gap Rock (N.E. winds, strong; cloudy, with rain at first, improving later).

Formosa Channel (N.W. winds, strong to a gale).

South Coast of China between Hongkong and Lamooka (The same as Hongkong and Lamooka).

South Coast of China between Hongkong and Hainan (The same as Hongkong and Hainan).

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THE AMERICAN EXPORT JEWELRY COMPANY, Inc., representing fifteen American factories making practically every line of Jewelry, Clocks, Watches, Optical Goods, Novelties, etc., desires responsible SELLING AGENTS where not represented. State territory you cover and kind of goods you can sell, other lines you now represent, and references, in first letter to "Post Office Box 28, Providence, R.I. U.S.A."

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1919. With Index. Price \$7.50. On Sale at the Hongkong Daily Press Office.

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From Hongkong to Vancouver

Impress of Russia Mar. 31 Mar. 29
 Impress of Japan Mar. 22 Apr. 17
 Impress of Japan Mar. 29 Apr. 19
 Impress of Asia Apr. 5 Apr. 26
 Impress of Russia May 6 May 24
 Impress of Japan May 26 June 16
 Impress of Asia June 3 June 21
 Impress of Japan June 4 June 28
 Impress of Russia July 1 July 19
 Impress of Japan July 20 Aug. 10
 Impress of Asia July 29 Aug. 16
 Impress of Japan Aug. 5 Aug. 29
 Impress of Russia Aug. 26 Sept. 13
 Impress of Japan Sept. 14 Oct. 5
 Impress of Asia Sept. 23 Oct. 11

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"MAQUAN" About Mar. 12th.
 "WEST IVAN" Late Mar.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY, Temporary Office, Bank Line, Ltd., King's Building.

DICK'S PATENT PACKING

UNIVERSAL SIZE.

FITS ANY SIZE STUFFING BOX.

FOR H. & L. P. ENGINES, MARINE OR LAND PUMPS, WINCHES, ETC.

IS METALLIC, ANTI-FRICTION, SELF-LUBRICATING

EFFICIENT, DURABLE AND CHEAP.

Sole Agents:

LANE, CRAWFORD & CO.

SHIP CHANDLERS.

HONGKONG.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT	PREPARED TO	TO BE DESPATCHED
NEW YORK via PANAMA	Charlton Hall	Brit.	The Bank Line, Ltd.	On 24th inst.	On 24th inst.
NEW YORK via PANAMA	Gothic Prince	Brit.	Shewan, Tomes & Co.	About 15th inst.	About 15th inst.
NEW YORK via PANAMA	Nile	Brit.	China Mail S.S. Co., Ltd.	On 6th inst.	On 6th inst.
NEW YORK via PANAMA	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 11th inst.	On 11th inst.
NEW YORK via PANAMA	Nanking	Am.	China Mail S.S. Co., Ltd.	On 23rd inst.	On 23rd inst.
NEW YORK via PANAMA	Ecuador	Am.	Pacific Mail S.S. Co.	On 24th inst.	On 24th inst.
NEW YORK via PANAMA	Shinyo Maru	Jap.	Toyo Kisen Kaisha	On 1st Apr.	On 1st Apr.
NEW YORK via PANAMA	Colombia	Am.	Pacific Mail S.S. Co.	On 25th Apr.	On 25th Apr.
NEW YORK via PANAMA	Whiteland	Am.	The Admiral Line Pacific S.S. Co.	About 4th inst.	About 4th inst.
NEW YORK via PANAMA	Abercor	Am.	The Admiral Line Pacific S.S. Co.	About 10th inst.	About 10th inst.
NEW YORK via PANAMA	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 17th inst. at 11 a.m.	On 17th inst. at 11 a.m.
NEW YORK via PANAMA	Empress of Russia	Brit.	Canadian Pacific O.S. Ltd.	On 11th inst.	On 11th inst.
NEW YORK via PANAMA	Monteagle	Brit.	Canadian Pacific O.S. Ltd.	On 23rd inst.	On 23rd inst.
NEW YORK via PANAMA	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 6th Apr.	On 6th Apr.
NEW YORK via PANAMA	Amasone	Brit.	P. & O. S. N. L.	About 10th inst.	About 10th inst.
NEW YORK via PANAMA	Banco	Brit.	Jardine, Matheson & Co., Ltd.	About 23rd inst.	About 23rd inst.
NEW YORK via PANAMA	Glenariff	Brit.	Nippon Yusen Kaisha	On 7th inst.	On 7th inst.
NEW YORK via PANAMA	Atsuta Maru	Jap.	Osaka Shosen Kaisha	On 6th inst. at Noon.	On 6th inst. at Noon.
NEW YORK via PANAMA	Andes Maru	Jap.	The Bank Line, Ltd.	Middle of Mar.	Middle of Mar.
NEW YORK via PANAMA	Swari	Jap.	Osaka Shosen Kaisha	On 7th inst.	On 7th inst.
NEW YORK via PANAMA	Saigon Maru	Jap.	Nippon Yusen Kaisha	On 11th inst.	On 11th inst.
NEW YORK via PANAMA	Shinyo Maru	Jap.	Osaka Shosen Kaisha	On 11th inst.	On 11th inst.
NEW YORK via PANAMA	Dunera	Brit.	P. & O. S. N. L.	About 8th inst.	About 8th inst.
NEW YORK via PANAMA	Van Wierwyck	Brit.	Jap. China Japan Line	On 24th inst.	On 24th inst.
NEW YORK via PANAMA	Pilma	Brit.	Dodwell & Co., Ltd.	About 29th inst.	About 29th inst.
NEW YORK via PANAMA	Yachting	Brit.	P. & O. S. N. L.	On 5th inst. at 3 p.m.	On 5th inst. at 3 p.m.
NEW YORK via PANAMA	Hakodate Maru	Jap.	Nippon Yusen Kaisha	About 13th Mar.	About 13th Mar.
NEW YORK via PANAMA	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 27th inst. at Noon.	On 27th inst. at Noon.
NEW YORK via PANAMA	Tango Maru	Jap.	Osaka Shosen Kaisha	On 24th inst. at 11 a.m.	On 24th inst. at 11 a.m.
NEW YORK via PANAMA	Madras Maru	Jap.	Osaka Shosen Kaisha	On 6th inst.	On 6th inst.
NEW YORK via PANAMA	Canada Maru	Jap.	Osaka Shosen Kaisha	On 13th inst.	On 13th inst.
NEW YORK via PANAMA	Anjo Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 5th inst. at D'light.	On 5th inst. at D'light.
NEW YORK via PANAMA	Lansang	Brit.	Nippon Yusen Kaisha	On 24th inst. at 11 a.m.	On 24th inst. at 11 a.m.
NEW YORK via PANAMA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 4th inst.	On 4th inst.
NEW YORK via PANAMA	Saiki Maru	Jap.	P. & O. S. N. L.	On 4th inst. at D'light.	On 4th inst. at D'light.
NEW YORK via PANAMA	Dunera	Brit.	Jardine, Matheson & Co., Ltd.	On 5th inst. at Noon.	On 5th inst. at Noon.
NEW YORK via PANAMA	Kwongsang	Brit.	Butterfield & Swire	On 4th inst. at Noon.	On 4th inst. at Noon.
NEW YORK via PANAMA	Sinkiang	Brit.	Butterfield & Swire	On 6th inst. at 4 p.m.	On 6th inst. at 4 p.m.
NEW YORK via PANAMA	Chenan	Brit.	Butterfield & Swire	About 6th inst.	About 6th inst.
NEW YORK via PANAMA	Tijmanoeck	Dut.	Butterfield & Swire	On 11th inst. at Noon.	On 11th inst. at Noon.
NEW YORK via PANAMA	Sunning	Brit.	Butterfield & Swire	On 9th inst. at 1 p.m.	On 9th inst. at 1 p.m.
NEW YORK via PANAMA	Changchow	Brit.	Douglas LaPraik & Co.	On 7th inst.	On 7th inst.
NEW YORK via PANAMA	Haihong	Brit.	Douglas LaPraik & Co.	On 11th inst.	On 11th inst.
NEW YORK via PANAMA	Shanghai	Brit.	Osaka Shosen Kaisha	On 8th inst. at 8 a.m.	On 8th inst. at 8 a.m.
NEW YORK via PANAMA	Kaiyo Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 5th inst. at 3 p.m.	On 5th inst. at 3 p.m.
NEW YORK via PANAMA	Bochu Maru	Jap.	Osaka Shosen Kaisha	On 4th inst.	On 4th inst.
NEW YORK via PANAMA	Takane	Brit.	Jardine, Matheson & Co., Ltd.	About 18th inst.	About 18th inst.
NEW YORK via PANAMA	Longgang	Brit.	Butterfield & Swire	On 2nd inst. at 3 p.m.	On 2nd inst. at 3 p.m.
NEW YORK via PANAMA	Taming	Brit.	Osaka Shosen Kaisha	On 4th inst.	On 4th inst.
NEW YORK via PANAMA	Shen Maru	Jap.	Jap. China Japan Line	About 18th inst.	About 18th inst.
NEW YORK via PANAMA	Tjiki	Dut.	Jap. China Japan Line	About 18th inst.	About 18th inst.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Nor. & Pac. and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Wednesday, 17th Mar., at 11 a.m.
TATSUMI MARU (Cargo only) ... Sunday, 21st Mar.
KATORI MARU ... Tuesday, 13th Apr., at 11 a.m.
SUWA MARU ... Sunday, 2nd May, at 11 a.m.
 *calling Manila

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

ATSUTA MARU ... Saturday, 6th Mar., at Noon
SHIDZUOKA MARU ... Friday, 19th Mar., at Noon

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU ... End of April.
ISUTAMA MARU ... End of April

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

CALCUTTA MARU ... Thursday, 18th Mar.
TOBA MARU ... Beginning of April.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Mar., at 11 a.m.
NIKKO MARU ... Wednesday, 21st Apr., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOTTORI MARU ... Saturday, 13th March.
GENOA MARU ... Beginning of April.

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU ... Wednesday, 3rd Mar.
TORA MARU ... End of March.

BOMBAY & COLOMBO via Singapore.

SHINYO MARU ... Middle of March.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Wednesday, 3rd March.
HAKODATE MARU ... Tuesday, 23rd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Wednesday, 24th Mar., at 11 a.m.
AKI MARU ... Saturday, 17th Apr., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

WAKAMATSU MARU (Kobe only) ... Thursday, 4th Mar.
SAIKAI MARU (Kobe only) ... Thursday, 4th Mar.

TAIAN MARU ... Thursday, 4th Mar.
YOKOHAMA MARU ... Friday, 5th Mar., at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA**.
 Telephone Nos. 209 & 293. S. YASUDA, Manager.

FOR NEW ORLEANS.

THE U.S. SHIPPING BOARD

S.S. "ASKAWAKE"

About Middle MARCH, 1920.

For freight space and particulars apply to—

THE ADMIRAL LINE,

Agents. 5th Floor. Hotel Mansions.

Telephone 477 & 47

AMERICAN & ORIENTAL LINE

For BOSTON & NEW YORK.
S.S. "LUCERIO" via Suez March 25th.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, FORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM SWAZI ... 15th March.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned:

THE BANK LINE LTD.

or to BEISS & Co., Canton.

General Agents.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

TIENSIN	"HUICHOW"	On 4th Mar.	Dlight.
SHANGHAI	"CHINKIANG"	On 4th Mar.	Noon
SHANGHAI & TSINGTAO	"CHENSHAN"	On 8th Mar.	4 P.M.
SWATOW and BANGKOK	"CHANGCHOW"	On 9th Mar.	10 A.M.
AMOI, SHANGHAI & PUKOW	"SUNNING"	On 11th Mar.	Noon

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three times weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone 25

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passenger. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days.)

HAICHONG	Capt. W. C. Passmore	FRIDAY,	5th Mar., at 1 P.M.
HAICHONG	Capt. A. H. Stewart	TUESDAY,	8th Mar., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"CHARLETON HALL"	via Panama	11th Mar.
"JASON"	via Suez	10th April

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
BEISS & CO., CANTON.

P. & O. - BRITISH INDIA,

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEEN-

SLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ITOLA"	5,300	8th Mar.	Bombay.
"KASHMIR"	9,000	8th Mar. 10 A.M.	Marseilles & London via Cdn.
"DUNERA"	5,400	14th Mar.	Suez, Colombo, Bombay.
"BANCA"	6,000	23rd Mar.	Marseilles & London direct.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"TARADA"	7,000	12th Mar.	Straits, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	April.	Sandakan, Thursday Island, Queensland Ports and Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	4th Mar. 10 A.M.	Shanghai.
"JAPAN"	6,000	11th Mar.	Shanghai & Kobe.
"KEIWA"	9,000	11th Mar.	Shanghai.

* Cargo only

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 5ft. x 3ft. x 2ft. will be received at the Company's Office up to Noon on the day previous to sailing.
Passengers tranship at Colombo to "Mandana."

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors. Messrs. Goodlad & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

31, Des Voeux Road Central, HONGKONG.

Agents.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe.)

"ELKTON"	About March 17th.
"ENDICOTT"	About March 22nd.
"ELDRIDGE"	About April 3rd.
"WEST HARTLAND"	About April 15th.
"CITY OF SPOKANE"	About April 28th.

For PORTLAND direct.

"ABERCO"	About March 7th.
"PAWLETT"	About March 25th.
"WABAN"	About April 23rd.
"COAKET"	About May 14th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2475.

Fifth Floor, Hotel Manxton.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons. 10,000 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Mar. 23rd. Mar. 6th.

An unsurpassed high-class passenger service.

Princo's Buildings.

O. H. RITTER, Freight and Passenger Agent.

Lee House Street.

Tel. 1942.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	Mar. 11th.
SHINYO MARU	22,000	April 1st.
SIBERIA MARU	20,000	April 1st. (from Yokohama).
PERSIA MARU	9,000	April 12th.

* Omble Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ ALBA, AULLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 13th.
SEIYO MARU	14,000	May 11th.
KIYO MARU	17,300	July 1st.

Ships are interchangeable with the Overseas Pacific Ocean Steamers Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Port of Call to Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer	Leaves Hongkong
KOYO MARU	Last half of February
CHOYO MARU	April or May.

For all information as to rates, freight space, sailings, etc., apply to—
T. DAIGO, Manager
King's Building.

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Date of Departure	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 12th March
	"ARAND BEHIC" 10,000	On or about 14th April
	"CORDILLERE" 10,000	On or about 25th April

SHANGHAI (Only)	"AMAZONE" 10,000	On or about 10th March
MARSEILLES VIA SAIGON, SIAM, COLOMBO, DUEBOUT, SUEZ, PORT SAID	"PAUL LECAT" 20,000	On or about 31st March

Cargo boat for EUROPE to call at MARSEILLES, and if sufficient inducement offers, GENOA, HAVRE, DUNKERQUE, ANTWERP, ROTTERDAM.

"COMMANDANT MAGES" On or about 7th March

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSHER,

Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU"	Middle of March.
"CELEBES MARU"	Middle of April.

GENOA—Monthly service. Taking cargo on through Bills of Lading shipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CANADA MARU" Saturday, 6th March.

"TACOMA MARU" Wednesday, 31st Mar.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" Sunday, 7th March.

"GANGES MARU" Middle of April.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" Thursday, 4th March.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MADRAS MARU" Tuesday, 16th March.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" Tuesday, 6th April.

JAPAN PORTS—Mojil, Kobe, Yokkaichi, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KALJO MARU" Sunday, 7th March.

For TAKAO via SWATOW and AMOY.

"BOSSHU MARU" Thursday, 11th March.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	From Hongkong	Leave Hongkong
"ALICE"	via Australia	1st April

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the State-rooms. A daily qualified Doctor is on board. Reduced Fare. Cargo booked through to all Australian, New Zealand & Hawaiian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
MANILA	West Sarguna	4th Mar.
SWANHAI	Atsuta Maru	5th Mar.
STRAITS	Japan	5th Mar.
SHANGHAI	Shenlung	5th Mar.
STRAITS	Yokokama Maru	5th Mar.
HONGKONG	Nichio Maru	8th Mar.
STRAITS	Wakana Maru	11th Mar.
STRAITS	Heime Maru	14th Mar.

OUTWARD MAILS.

FOR	PER	DATE
Port Dwyard	Sun Shing	Thursday, 4th, 8.00 A.M.
Macao	Sui Tai	Thursday, 4th, 8.15 A.M.
Japan via Kobe	Tsuan Maru	Thursday, 4th, 10.00 A.M.
*Seigon, *Straits, *Bangkok, *Burmah and *Calcutta	Lake Gitanu	Thursday, 4th, 11.00 A.M.
Japan via Kobe	Rangoon & Co.	Thursday, 4th, 11.00 A.M.
Shanghai and North China	Sinkang	Thursday, 4th, 11.00 A.M.
Seigon, Bangkok and *Straits	Shien Maru	Thursday, 4th, 11.00 A.M.
*Japan via Kobe	Tamon Maru No. 1	Thursday, 4th, 11.00 A.M.
Macao	Chuenchoe	Thursday, 4th, 4.15 P.M.
Japan via Kobe	Laiyang	Thursday, 4th, 5.00 P.M.
*Swatow, *Shanghai and *North China	Kwongyang	Thursday, 4th, 5.00 P.M.
Macao	Sui An	Friday, 5th, 8.15 A.M.
Swatow, Amoy and Fochow	Hai Hong	Friday, 5th, NOON
Straits, Bangkok and Calcutta	Yatshing	Friday, 5th, 2.00 P.M.
Philippine Islands	Loongyang	Friday, 5th, 4.15 P.M.
Macao	Chuenchoe	Friday, 5th, 4.15 P.M.
Shanghai, North China, Japan via Nagasaki, Honolulu, *Canada, *United States, *Central and South America and *EUROPE via SAN FRANCISCO	N/A	Saturday, 6th, Registration 9.15 A.M. Letters 10.10 A.M.
Shanghai, N. China, and Japan via Kobe	Yokokama Maru	Saturday, 6th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, L. Marquis, Egypt and EUROPE via MARSEILLES	Atsuta Maru	Saturday, 6th, Registration 9.45 A.M. Letters 10.30 A.M.
Seigon	Tyloboet	Saturday, 6th, 1.00 P.M.
Macao	Sui Tai	Saturday, 6th, 1.15 P.M.
Shanghai and North China	Chuan	Saturday, 6th, 3.00 P.M.
Macao	Chuenchoe	Saturday, 6th, 4.15 P.M.
Swatow, Amoy, and Formosa via Keelung	Sui An	Sunday, 7th, 8.15 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES	Kashmir	Monday, 8th, Registration 8.00 A.M. Letters 8.30 A.M.
The Parcel Mail will be closed on Saturday, Mar. 6th at 5 p.m.		
Japan and Port Moresby via Batavia	Tyloboet	Monday, 8th, 11.00 A.M.
*Swatow and *Bangkok	Changchow	Tuesday, 9th, 9.00 A.M.
Swatow, Amoy and Fochow	Haiching	Tuesday, 9th, NOON
Amoy, *Shanghai and *North China	Seiyang	Tuesday, 9th, 3.00 P.M.
*Shanghai and *North China	Swatow	Thursday, 11th, 10.00 A.M.
*SHANGHAI, *NORTH CHINA, *JAPAN via NAGASAKI, *HONOLULU, *CANADA, *UNITED STATES, *CENTRAL & SOUTH AMERICA, and *EUROPE via SAN FRANCISCO	Tenyo Maru	Thursday, 11th, Registration 9.15 A.M. Letters 10.00 A.M.
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VANCOUVER, B.C.	Empress of Russia	Thursday, 11th, Registration 9.45 A.M. Letters 10.30 A.M.
Japan via Moji, Honolulu and *San Francisco	Anyo Maru	Saturday, 13th, 11.00 A.M.

COMMERCIAL.

OPENING QUOTATIONS.

On London	March 3rd
Telegraphic Transfer	5/7
Bank Bills on demand	5/7 1/2
Bank Bills at 30 days sight	5/7 1/2
Bank Bills at 60 days sight	5/7 1/2
Credit at 4 months sight	5/7 1/2
Documentary Bills at 60 days sight	5/7 1/2
On Paris	
Bank Bills on demand	1400
Credit at 4 months sight	1400
On New York	
Bank Bills on demand	96 1/2
Credit at 60 days sight	96 1/2
On Bombay	
Telegraphic Transfer	213
Bank Bills on demand	213
On Calcutta	
Telegraphic Transfer	212
Bank Bills on demand	212
On Shanghai	
Bank Bills at sight	nom.
Private, 30 days sight	nom.
On Yokohama	
On demand	208
On Manila	
On demand	194
On Singapore	
On demand	340
On Batavia	
On demand	340
On Hongkong	
On demand	nom.
On Saigon	
On demand	nom.
On Bangkok	
On demand	nom.
SOVEREIGNS, Bank's Buying Rate	\$ 2.45
GOLD LEAF, 100 fine, per tael	\$ 35.50
SILVER, per oz.	83 1/2

SUNDAY COIN.

Hongkong	30 cents piece	Per cent.
Hongkong	10	90.00 Discount
Canton	30	0.00 Premium
Canton	10	0.95
Canton	10	0.00

DAIRY FARM NEWS

FISH FISH

FINNAN HADDOCK

FILLET HADDOCK

KIPPERS

SALT SIBERIAN SALMON

New shipment just received.

We now have for sale

COULOMMIER CHEESE

DEVONSHIRE CREAM.

BANKS

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 4 per cent per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION N. J. STARR, Chief Manager. Hongkong, November 2nd 1919.

THE BANK OF TAIWAN, LIMITED

(TAIWAN BRANCH). INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1898.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	37,500,000
Reserve Funds	7,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Kankun, Keelung, Makung, Nankin, Fusan, Shichihua, Tachia, Tainan, Takow, Tamsui, Tolyer, Aik.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, etc.

LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, and elsewhere.

HEAD OFFICE: HONGKONG.

2, Des Voeux Road, Central. Hongkong, November 1st, 1919.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	\$2,000,000.00
Reserve Fund	200,000.00

Directors:

Mr. Pong Wai Tung, Chairman.

Mr. Chow Shon Son, Mr. Kan Ying Po.

Mr. Li Koon Chun, Mr. Mok Ching Kong.

Mr. Fung Ping Shan, Mr. Wong Yun Tong.

Mr. P. K. Kwok, Mr. Chan Ching Shek.

Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq.

Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 3 per cent per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per cent.

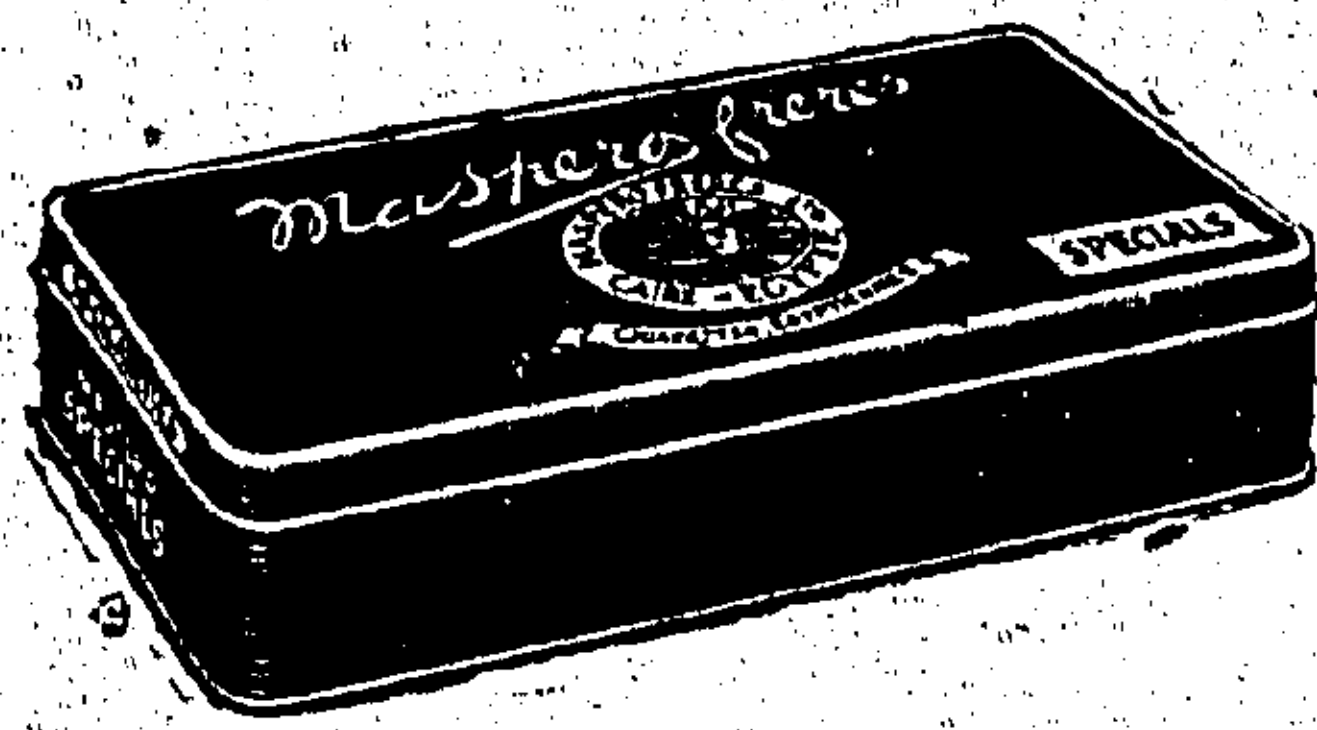
For 6 months at the rate of 4 per cent.

For 12 months at the rate of 5 per cent.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920.

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"SPECIALS"

THE EGYPTIAN CIGARETTE

OF DELIGHTFUL FLAVOUR.

MANUFACTURED BY HAND BY

MASPERO FRERES IN CAIRO.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

AUTHORIZED CAPITAL: F. 250,000,000

SUBSCRIBED CAPITAL: F. 150,000,000

PAID UP: F. 75,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC: F. 25,000,000

Chairman of the Board: André Berthelot

General Manager: A. J. Pernotte

HEAD OFFICE:

14, Rue Saint-Lazare, PARIS.

BRANCHES:

Marcelles, Canton, Fochow, Hankow, Hongkong, Singapore, Swatow, Yantai.

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank Ltd.

In NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIRANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. BOUET DE JOURNELL, Manager.

Hongkong, February 4th, 1920. [63]

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London E.C. 3.

Capital Authorized & Subscribed: £1,500,000

Paid-up: £750,000

Reserve Fund & Profit: £750,000

Reserve Liability of shareholders: £750,000

BANKERS:

THE BANK OF ENGLAND.

THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Colombo, Hongkong, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH: Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 3 per cent per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDLES, Acting Manager.

7, Queen's Road Central, Hongkong, December 15th, 1919. [144]

THE BANK OF CHINA

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL: \$60,000,000.00

PAID-UP CAPITAL: \$12,978,800.00

RESERVE FUNDS: \$3,187,400.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers: The National Provincial and Union Bank of England, Ltd.

New York Bankers: Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months: 3 per cent per annum.

For 6 months: 4 per cent per annum.

For 12 months: 5 per cent per annum.

TSUYEE PEI, Manager.

Hongkong, February 6th, 1920. [84]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL: £2,000,000

RESERVE FUND: £2,800,000

RESERVE LIABILITY OF PROPRIETORS: £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT, Manager.

Hongkong, January 3rd 1920. [75]

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office: 6, Des Voeux Road Central.

Hankow Branch: Pandit Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear interest at Rates 2 1/2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

J. UHANG L., Manager.

Hongkong, July 7th, 1919. [90]

Longkou, December 1st, 1919. [76]

Printed and Published by HENRY APOSTOLIS, for the HONGKONG DAILY PRESS, LTD., at 101, Des Voeux Road Central, Victoria, Hongkong.

Bank of China, Ltd., 20-21, Connaught Road Central, Hongkong.

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THE IDEAL LIGHTING UNIT

for the

OFFICE, HOME OR CLUB

A drawback to the domestic use of the 4 Watt lamp has been that until quite recently they could only be made and used economically in large candle powers.

This problem has been solved in the "ARGON" which we now present for your trial and certain approval.

Supplied in 25 and 32 Candle Power. PRICE 50 cts. each.

Special prices given for large quantities.

WM. C. JACK & CO., LTD.

14, DES VOEUX ROAD CENTRAL, HONGKONG.

30

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER, BALTIC PORTS & LONDON.

Through Bills of Lading issued for Balaian, American, Continental, and South African Ports.

THE Homeward Mail Steamer "KASHMIR"

carrying His Majesty's Mail, will be despatched from this port about MARCH 5th, 1920, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Bill and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this steamer proceeding to Bombay, and there transhipped to the on-carriage steamer for Marseilles and London.

Parcels will be received at the Office until 11 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., Apply to—

MACKINNON, MACKENZIE & Co., Agents.

P. & O. S. N. Co.

Post Box 112, 21 Des Voeux Road Central.

30

THE NEW FRENCH REMEDY

THERAPION NO. 1.

THERAPION NO. 2.

THERAPION NO. 3.

THERAPION NO. 4.

THERAPION NO. 5.

THERAPION NO. 6.

THERAPION NO. 7.

THERAPION NO. 8.

THERAPION NO. 9.

THERAPION NO. 10.